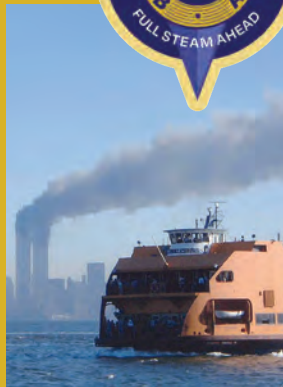


M.E.B.A.

# MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)  
Summer 2025



**M.E.B.A. – 150 YEARS OF STRENGTH, SERVICE AND SOLIDARITY**



## Faces around the Fleet



The crew of the OVERSEAS MARTINEZ is dwarfed by the massive OSG tanker at its recent dry docking. Left to right are DEU Mana Al-Osfor, 3rd A/E Noah Trujillo, DEU Yeilyn Martinez, 1st A/E Will Gerry, C/E Patrick Ryan and 2nd A/E Steven Richmond.



Onboard the MV GREEN BAY, a PCTC in the Waterman fleet, during a port call in Boston, MA. Left to right are M.E.B.A.'s Boston Rep. Brian Flynn who was visiting the ship, 1st A/E Daniel Borden, 2nd A/E Alexandra Tittsworth, 3rd A/E Andrew Pellechia and Port Relief Engineer Matthew Barry.



M.E.B.A. and MFOW aboard the Patriot-managed LMSR USNS POMEROY. Left to right are 2nd A/E Bobby Dance, Maintenance 1st Pat Barry and QMED D'Averyon Bloodworth repairing the brake on the ship's #5 mooring winch while in Baltimore, MD.

## On the Cover:

*150 Years Afloat: A mosaic of the men and women who have powered progress at sea throughout the years as the Union celebrates its sesquicentennial. Mariners and ships - past and present — capture the grit, pride, and professionalism that have defined our union since 1875. This collage reflects the enduring spirit and evolution of America's oldest and finest maritime union on this historic anniversary.*

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

Every once in a while, sometimes even only once in decades, does an organization have before it several paths that lead in entirely unexplored or previously unheard of directions. I believe it fitting that M.E.B.A. finds itself at just such a crossroads during our 150<sup>th</sup> anniversary year. Those who came before us blazed trails for the M.E.B.A., with a storied past of both stumbles and grand successes. They positioned us strongly as the best and oldest maritime union in the world. We must ensure we continue that legacy and adapt as needed so we can continue to improve our hard-earned wages, work rules and benefits, as well as continue to lead the improvement of those goals for the entire industry. There is no way the U.S. can supply enough mariners for the current ambitions of the country without significantly improving the quality of life/compensation of seagoing work. Academy graduates and new applicants must come to see sailing as better than the alternative shoreside options many of them are choosing.

Not in my lifetime has the U.S. maritime industry ever been at the forefront of discussions all across the nation like it is now. Politicians, economists, and warfighters all see the precarious position our country is in if conflict or pandemic arise. Everyone wants a U.S. merchant fleet for the protection of our homeland and the projection of democracy. We can all agree it will not be cheap, nor easy, nor without roadblocks. It is up to the

M.E.B.A., and all of U.S. maritime, to make the most of this critical moment in time – we must navigate around any obstacles and we must persevere. We must achieve as much as we can during this window, for no one knows how long the window will remain open, or if we will ever get a chance like this again in our time. Industry, labor, and the government must work together to turn the rhetoric into actual gains. History is plastered with opportunities like this that fizzle and collapse upon itself, or get derailed from squabbles and infighting.

The M.E.B.A. is working and collaborating in all areas, including across previous lines of demarcation. We are turning over every stone and climbing every mountain. From modernizing the Plans office and HQ operations, to removing regulatory hurdles by reducing the amount of paperwork needed to just go to work. From pushing tax incentives for the cargo needed to sustain a new fleet, to building bridges with former competitors to uplift us both. From advocating for the removal of the federal tax on mariners, to expanding our job base with new seagoing and shoreside work - the M.E.B.A. is leading the way. We are looking 20 years out and plotting the best course.

## **Full Steam Ahead.**

In solidarity,







The Keystone-managed Ready Reserve Force vessel CAPE KNOX was recently activated into Full Operating Status. M.E.B.A. Deck & Engine officers ensured the success of the Government mission. Thanks to M.E.B.A. Captain Darin Huggins for the great photos!



Onboard the Black Ball ferry MV COHO earlier this year, 2nd Engineer Nick Anderson and Oiler Gabriel Rosario overhauled the port main engine lube oil cooler during the annual dry dock in Ana-cortes. (Photo taken by COHO Chief Engineer Jess Johnson).



An engine room photo from the M.E.B.A.-crewed Seacor/Waterman heavy-lift vessel OCEAN GIANT. From bottom to top are Engine Cadet Andrew Dixon, QMED Samuel Takyi, Chief Engineer Justin Kisieleski, 1st A/E Michael Cicero, QMED JR. Lee Eludo, 2nd A/E Christian Williford and 3rd A/E Thomas Chairs.



M.E.B.A. NY/NJ officials with graduating USMMA seniors in Kings Point, NY. Atlantic Coast V.P. Jason Callahan and Patrolman Capt. Kenny Smith (standing in back) have proved tenacious in recruiting talented next-generation mariners who will continue M.E.B.A.'s proud seafaring tradition.

## Faces around the Fleet



Graduates of the March Container Refrigeration course at the Calhoon M.E.B.A. Engineering School. Left to right are Instructor Sean McDermott, Tom Rohmann, Greg Abalos, Robert Ammeter, Terence Cooper, Craig LaChance, J.J. Ferguson and Nick Demetriades.

*Upon the occasion of the M.E.B.A.'s sesquicentennial (150<sup>th</sup> Anniversary) on February 23, 2025, National President Adam Vokac issued the following statement to the M.E.B.A. Union halls & offices.*

## Honoring the Past, Powering the Future



The heart of American maritime commerce beats strongest with the rhythm of the engines, and for 150 years, the Marine Engineers' Beneficial Association (M.E.B.A.) has been the unwavering voice of the men and women of the U.S. Merchant Marine who deliver the goods. On this, our 150th anniversary, we pay tribute to the generations of maritime professionals whose skill, solidarity and dedication have propelled our nation's trade across the globe in both peace and war. The M.E.B.A. stands as a testament to their collective power, a symbol of their unwavering commitment to a better future. It is a privilege to celebrate this milestone with you.

The M.E.B.A.'s story is one of resilience, courage, and a strong desire for a better future. In the 19th century, a mariner's life was a precarious gamble. So little value was placed on the lives of mariners of the day as shipowners prioritized profit over safety. Deplorable conditions and frequent boiler explosions made their vessels floating coffins, and a mariner's life could be extinguished in the blink of an eye.

It was on February 23<sup>rd</sup>, 1875, on the banks of the Great Lakes in Cleveland, Ohio, that the seeds of the National Marine Engineers' Beneficial Association were sown. The M.E.B.A. founders were representatives of three Lake associations, a river association and an ocean port. Those determined engineers, driven by a desire for safety, fair treatment, and a better future, laid the foundation for what would become the formidable M.E.B.A. we know today. Over the course of a few days, they hammered out a cohesive Constitution for a national organization that protected and enhanced their members' interests. It was "a bold venture." This was the first group of maritime workers to organize nationally in our country's great history. The odds against their success were great.

Lake engineer and former deck officer Garrett Douw was the primary force behind the formation of the M.E.B.A. As our Union's first President, he helped define the M.E.B.A.'s core mission, its organizational structure, and its early strategies. He would be proud that over these 150 years, the M.E.B.A., forged in the fires of adversity, has been tempered into an indomitable force within the maritime industry and the broader labor movement.

From its inception, the M.E.B.A. fought tirelessly for legislation that certified and licensed mariners, ensuring their competence and professionalism. These early victories also secured positions for American officers, both deck and engine, aboard U.S.-flagged vessels, displacing foreign seamen and protecting American jobs. These foundational struggles, among many others, laid the groundwork for the worker protections and benefits we enjoy today.

The M.E.B.A.'s commitment to service extends far beyond peacetime. Our members braved the treacherous North Atlantic and the perilous Murmansk Run during World War II, and have served in every U.S. conflict since 1875, from Korea and Vietnam to the Persian Gulf, Operations Enduring Freedom, and Iraqi Freedom. We've delivered vital food aid to starving populations in regions across the globe. When tragedy struck on September 11<sup>th</sup>, 2001, M.E.B.A. members were there, ferrying thousands to safety in New York Harbor. Through multiple pandemics, from the War on Terror to the devastation of Hurricanes Katrina and Rita and countless other disasters, M.E.B.A. has consistently answered the call, demonstrating the professionalism, pride, and patriotism that define the American mariner.

Under the guidance of visionary leaders like Jesse Calhoon, who skillfully guided the Union into the modern era, M.E.B.A. has consistently fought for improved wages, benefits, and working conditions, ensuring that maritime officers receive the compensation and respect they deserve for their vital contributions.

The M.E.B.A. has always been at the forefront of the struggle to improve the quality and strength of the American Merchant Marine, recognizing its crucial importance to the nation's economy and national security.

As the M.E.B.A. reaches this remarkable 150th anniversary, we honor the legacy of our founders and pledge to continue their fight for a better future for our membership and their families. We power forward with confidence, ready to meet the challenges of the future and continue the important work of improving wages, benefits, and working conditions for our members. Congratulations to the M.E.B.A. on 150 years of strength, service, and solidarity.





# Vokac Continues to Head Up a Union on the Rise

Following an impressive first term marked by substantial gains for the membership, **Adam Vokac**'s second four-year term as M.E.B.A. President is well underway. President Vokac's first term shepherded the Union through strategic initiatives that have fundamentally strengthened the M.E.B.A.'s position in the maritime industry. His administration secured industry-leading contracts that set new standards for maritime professionals, expanded job opportunities across the sector through innovative partnerships, and cultivated productive relationships with maritime employers, ensuring the Union remains at the forefront of industry evolution. Among other things, his administration implemented a visionary modernization of M.E.B.A. Plans, delivering administrative cost savings and improved options while ensuring long-term sustainability

## Experienced Leadership Team

The newly configured District Executive Committee (DEC) returns with a powerful combination of experienced leadership and fresh perspective. **Maxim Alper** joins the DEC as Executive Vice President after distinguishing himself as Oakland Patrolman since 2017. Max is a go-getter who continually demonstrates his dedication and commitment to the membership while proving valuable at the bargaining table. His efforts have helped enhance M.E.B.A.'s reputation as having the best contracts in the industry. **Roland "Rex" Rexha** returned for a second term as Secretary-Treasurer, having earned recognition for his tenacious advocacy and strategic vision. His work with the Staten Island Ferry mariners transformed them from the nation's lowest-paid ferry unit to the highest-paid—a testament to his effectiveness at the bargaining table. **Jason Callahan** continues his impactful work as Atlantic Coast V.P., building on eight years of expanding opportunities and enhancing benefits for members as VP. **Adam Smith** secured a second term as Gulf Coast V.P./Houston Branch Agent, recognized for his relentless pursuit of improving working conditions, new job opportunities, and the successful recruitment of next-generation maritime talent.

## New Port Leadership

The election brings strategic leadership changes at key ports. **Kevin M. Cross**, after 11 distinguished years as Seattle Patrolman, advances to Branch Agent. **Torey Zingales** returns to union leadership as L.A. Branch Agent after previous service as Cleveland Representative. **Nicole Greenway** secured a second term as Tampa Branch Agent, continuing her exceptional record of accomplishments. **Craig Moran**, with over 25 years of membership and extensive government vessel experience, stepped into the role of Norfolk Branch Agent/Government Fleet Representative. **Chris Coombs**, a 10-year member with significant contract negotiation experience, became Oakland Patrolman. **Kenny Smith** brings over 30 years of NY/NJ ports experience to his new role as NY/NJ Patrolman. **Jacob LeBeouf**, with more than 20 years of membership, began service as L.A. Patrolman.

As M.E.B.A. celebrates its historic 150th anniversary, the Union's seasoned new leadership provides a strong foundation to propel America's premier maritime labor organization to unprecedented influence, achievement, and prosperity in a rapidly evolving global maritime industry.



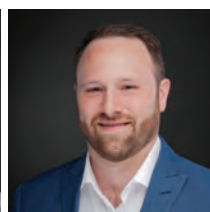
M.E.B.A. President  
Adam Vokac



Executive V.P.  
Maxim Alper



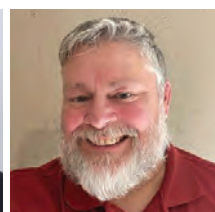
Secretary-Treasurer  
Roland "Rex" Rexha



Gulf Coast V.P.  
Adam Smith



Atlantic Coast V.P.  
Jason Callahan



Seattle Branch Agent  
Kevin M. Cross



L.A. Branch  
Agent Salvatore  
"Torey" Zingales



Tampa Branch Agent  
Nicole Greenway



Norfolk B.A./  
Govt. Fleet Rep.  
Craig Moran



Oakland Patrolman  
Chris Coombs



NY-NJ Patrolman  
Kenny Smith



L.A. Patrolman  
Jacob LeBeouf

# National M.E.B.A. Convention: Honoring Tradition and Powering Ahead



For the 114<sup>th</sup> time in our Union's history, Delegates, officials and guests gathered at the National M.E.B.A. Convention to discuss plans to work toward a stronger and more prosperous future. 17 elected Delegates fulfilled a constitutional duty and carried on a proud tradition on Tuesday, March 18 at the Calhoun M.E.B.A. Engineering School in a productive all-day discussion of both National and District business.

The National M.E.B.A. is an administrative umbrella organization that was restructured in the 1960s to house M.E.B.A. Districts. It has no paid employees and holds no contracts. As members know, there is currently only one District under the National M.E.B.A. which is District No. 1-PCD, M.E.B.A. The District holds and controls all the assets of the M.E.B.A. membership whereas the National holds the charter with the AFL-CIO. National Conventions are conducted every four years, aligned with the District election cycle. The District is governed by its own By-Laws, but is also beholden to the National Constitution and the Constitution for Districts.

During the Convention, Delegates honored the past with tributes to our great Union as we celebrate our 150th anniversary. National M.E.B.A. President Adam Vokac hosted the one-day event and provided some historical context to Delegates and attendees as to how the Union has progressed through the years from the organization's founding on the shores of the Great Lakes in 1875.

At each Convention, a new five-person National Executive Committee (NEC) is elected. National President Adam Vokac continues in that position by virtue of his win in the District election. For the next four years the NEC will

once again mirror the District Executive Committee as District Executive Vice President Max Alper was elected as National Vice President, District Secretary-Treasurer Roland Rexha was elected as National Secretary-Treasurer and the two additional positions were filled by District Atlantic Coast V.P. Jason Callahan and District Gulf Coast V.P. Adam Smith, who were elected as NEC Members.

Although much of the business of the day focused on the National M.E.B.A. and the "ritualistic" agenda of the National Convention, a segment in the Order of Business laid out in the Constitution is dedicated to District affairs. This afforded Delegates the opportunity to hear reports delivered by the District Executive Committee and discuss day-to-day Union business and items of interest. In addition, John Paul Smith, the Executive Assistant to AFL-CIO Secretary-Treasurer Fred Redmond addressed Delegates and guests.

20 National Delegates were elected during the 2024 District election, though three were not able to attend the Convention. They are comprised of a mixture of Union officials and rank-and-file members and included National President Adam Vokac, National Vice President Max Alper, National Secretary-Treasurer Roland "Rex" Rexha, NEC Member Jason Callahan, NEC Member Adam Smith, Torey Zingales, Kevin Cross, Nicole Greenway, Craig Moran, Chris Coombs, Jacob LeBeouf, Kenny Smith, Jack Menendez, Doug Berdel, Terence Cooper, Chris Nardone, Mark Gallagher, Mark Collins, April Fleischer and Conor Golden.



*Left to right are POID Rep. Emmanuel Adjei, Honolulu Rep. Luke Kaili, New Orleans Rep. Denis Alegria, Boston Rep. Brian Flynn, NY/NJ Patrolman Kenny Smith, Norfolk Branch Agent/Govt. Fleet Rep. Craig Moran, HQ Contracts Rep. & Convention Recording Secretary Mark S. Gallagher, Seattle Branch Agent Kevin M. Cross, L.A. Branch Agent Torey Zingales, Oakland Patrolman Chris Coombs, NEC Member & Atlantic Coast V.P. Jason Callahan, District & National President Adam Vokac, L.A. Patrolman Jacob LeBeouf, National & District Secretary-Treasurer Roland Rexha, National & Executive V.P. Maxim Alper, NEC Member & Gulf Coast V.P. Adam Smith, Tampa Branch Agent Nicole Greenway, Rank-and-File National Delegate Chris Nardone, R&F National Delegate Jack Menendez, R&F National Delegate Doug Berdel, Houston Rep. Jay Wedman, R&F National Delegate Terence Cooper, the AFL-CIO's John Paul Smith and M.E.B.A.'s ITF Inspector Eric White.*

# Blows to U.S.-Flag Shipping Undermine Fleet Strength and Mariner Jobs

*The Engine Department aboard the Patriot-managed LMSR USNS CHARLTON on a final mission before the end of the Prepositioning program. From left to right are 1st A/E Alanna McNiece, ETO Lorenzo Allen, QMED Ryan Viyavong, QMED Bill Watters, ETO Laron Ireland, 3rd A/E John Lange, C/E Peter S. Barry, 3rd A/E Levi Seals, Wiper Nate Guary, 1st A/E Ian Roach, Storekeeper Jessica Hilles, 2nd A/E Tim Chase and QMED Mikhail Lacaba.*



U.S.-flag shipping took a one-two punch as a pair of critical federal programs supporting the industry were deemed expendable — dealing a blow to military readiness, merchant mariner employment, and the future strength of America's maritime capability.

First, the Department of Defense officially decommissioned the Army Prepositioned Stock 3 (Afloat) program, a cost-cutting move that eliminates a vital element of military logistics. The program provided rapid global deployment capability by keeping vessels stocked with military cargo — such as ammunition, tanks, spare parts, and medical equipment — strategically positioned around the world aboard vessels maintained in Full Operating Status (FOS). Five of the seven in the APS-3 program were crewed by our members and managed by M.E.B.A.-contracted Patriot Contract Services, including the LMSRs USNS RED CLOUD, USNS CHARLTON, USNS WATKINS, USNS POMEROY and USNS SODERMAN. The remaining two, ammunition ships MV LTC JOHN U.D. PAGE and MV SSG EDWARD A. CARTER JR., were crewed by AMO members.

With the cancellation of the program, operational control was ceded to the Maritime Administration and the ships were downgraded to Reduced Operating Status (ROS). The five vessels will be homeported in the U.S. with minimal crews and no cargo. Compounding the loss, the PAGE and CARTER were de-flagged from the U.S. registry, resulting in the elimination of 90 American maritime jobs. Despite industry pushback, the decision is moving forward — raising concerns about military readiness and undercutting national security goals that call for strengthening the U.S.-flag fleet.

At the same time, another cornerstone of U.S.-flag shipping — the PL-480 Food for Peace (Title II) program — is facing extinction. The White House's budget proposal called for zero funding for the program and includes ongoing efforts to



*M.E.B.A. L.A. officials on a ship visit to the DELAWARE EXPRESS, one of the Hapag/Crowley Express-class vessels sailing under the Maritime Security Program. Hapag is one of our contracted companies that carries PL-480 Food for Peace cargoes. Left to right are L.A. Patrolman Jacob LeBeouf, Day Engineer Will Garrington, 3rd A/E James O'Loughlin, Day Engineer Gregorio Abalos, 2nd A/E Kyle Rigg and L.A. Branch Agent Torey Zingales. Permanent Chief Engineers on the vessel include Jeffrey Hitzel and William Bridges.*

dismantle the U.S. Agency for International Development (USAID), which administers it. This program has long provided a lifeline for the U.S. Merchant Marine through its cargo preference requirement that mandates at least 50% of international food aid be carried on U.S.-flag vessels. Several M.E.B.A.-contracted shipping companies play a central role in transporting these humanitarian shipments.

The resulting drop in cargo threatens to further shrink the pool of qualified U.S. mariners, complicating efforts to meet the Defense Department's sealift needs. M.E.B.A. and other maritime advocates have pushed to move control of Food for Peace to the U.S. Department of Agriculture (USDA), which they believe would better uphold the program's dual mission of feeding the hungry while supporting the U.S. maritime industry.



# Jones Act Sabotage

Bipartisan concern is mounting over coordinated efforts to undermine the Merchant Marine Act of 1920 through unconventional lobbying tactics and social media campaigns backed by foreign interests. The statute, known as the Jones Act, is a cornerstone of U.S. maritime policy that ensures that the transportation of cargo or passengers between any two U.S. ports is conducted on vessels built, owned, and flagged in the U.S., and crewed by American mariners.

Maritime expert John D. McCown, co-founder of shipping company Trailer Bridge and Senior Fellow at the Center for Maritime Strategy, published research raising serious questions about the CATO Institute's anti-Jones Act advocacy. McCown found that CATO's campaign against the Jones Act appears driven by foreign interests rather than objective analysis. The author specifically criticized CATO and its Jones Act specialist Colin Grabow for allegedly employing public relations tactics rather than conducting genuine research. He points to cherry-picked data and repetitive messaging on social media that spread misleading claims about the legislation. A key revelation in McCown's findings is a Foreign Agents Registration Act (FARA) filing documenting CATO's collaboration with the European Union and its lobbyists. These activities reportedly include producing "TikTok-like videos," hosting events, and conducting outreach efforts designed to advance European corporate interests in gaining access to U.S. maritime markets.

McCown's investigation highlights financial connections that may influence CATO's position. He notes a significant increase in corporate contributions to CATO since Grabow joined the organization, suggesting these contributions align with the institute's anti-Jones Act lobbying efforts. The maritime expert argues that weakening or repealing the Jones Act would primarily benefit foreign corporations while creating substantial risks to U.S. national security and undermining the U.S. Merchant Marine. He advocates for strengthening American maritime capabilities rather than diminishing them.



*The Jones Act tanker ALASKAN EXPLORER (OSG/ATC) recently underwent engine and operational improvements that will extend its serviceable life and make it more environmentally friendly. The M.E.B.A. crew (l-r) seen here includes 2nd A/E Jeff Bukunt, 1st A/E Jon DiNisio, Maintenance First Richard Auman, C/E Jeff Boisvert and 3rd A/E Caleb McKenzie. The SIU crew (at least their first names) consisted of QMED 1 Akim, QMED 2 Charles, DEU Devin and DEU Ismael.*

Transportation and Infrastructure Committee Chairman Sam Graves (R-MO), Ranking Member Rick Larsen (D-WA), and Coast Guard & Maritime Transportation Subcommittee leaders Mike Ezell (R-Miss.) and Salud Carbajal (D-CA) united across party lines to condemn these practices. A letter they sent to E.U. Ambassador Jovita Neliupsiene stated that "the E.U. is seeking to influence U.S. policy on the Jones Act not through diplomatic means, but instead through an advocacy campaign, including collaboration with previously undisclosed U.S. organizations and social media influencers." The lawmakers argue that this approach circumvents traditional diplomatic channels and potentially undermines public trust in policy discussions.



## At Anchor: Recent Retirees

### Shifting into Reduced Operating Status

Norman R. Anderson	Keith G. Grandy	Gregory Marshall	Stacy W. Shonk
Rene Asupan	Erik G. Hansen	Joyce McGraw	Samuel Shrake
Hans Boughal	Paul Hayward	Albert E. McPherson	Ray Smith
Benjamin W. Broxon	Todd Hileman	Sean E. Mulhall	Alfred G. St. John
John C. Burke	Glenn W. Hodgdon	Richard W. Parma	Dennis W. Testa
Stephen Catarius	Darryl T. Hunt	Michael Peterson	Peter O. Thomas
Henry C. Cole	John Janowicz	Christopher Randall	Robert D. Trifonoff
Byron A. Collins	Dale Johnston	Blain Q. Redwine	Matthew Tucke
Bruce A. Colombo	David Kane	Edward Sacks	Raymond L. Turner
Steven L. Cooley	Otto P. Knutzen	Levi Savage	Richard Wagner
Stephen M. Dasovich	James Laurent	Christopher Scheldt	Thomas K. Watson
Edward J. Devine	Curt J. LaVere	Stuart Schmitz	Harold Williams
Clancy Fauchaux	Daniel Lindberg	Daniel Seewald	Marvin E. Woody
Paul Fini	Patrick Long	James Sevitz	Kevin Wray
Arni Foss	Daniel MacDonald	John D. Sheridan	George Yaniga
Michael Gowan	Robert Madden	Lawoo S. Shete	Robert Zywiec

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

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

### **Baltimore**

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

### *M.E.B.A. Plans Office*

Office Hours: 8:30 a.m. – 5 p.m.

### **Boston**

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

### **Charleston**

Office Hours: 10:00 a.m. – 4 p.m.  
Job Call: 12:30 p.m.

### **Cleveland**

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

### **Honolulu**

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

### **Houston**

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

### **Jacksonville**

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

### **L.A./Wilmington**

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

### **New Orleans**

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

### **New York/New Jersey**

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

### **Norfolk**

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

### **Oakland/San Francisco**

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

### **Seattle**

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

### **Tampa**

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

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

Office Hours: 9 a.m. – 5 p.m.

### **Calhoon M.E.B.A. Engineering School - Easton, MD**

Office Hours:  
7:30 a.m. – 4:30 p.m.





# Political Action Fund Honor Roll

## (For Calendar Year 2024)




The M.E.B.A. has long been a powerful advocate for the U.S. maritime industry, leveraging strong political connections in Washington, D.C. and on the state level across the country. Central to this influence is the Political Action Fund (PAF), a crucial resource that enables M.E.B.A. to build and maintain key relationships with lawmakers. By supporting the PAF, members help safeguard policies and programs essential to the strength and stability of the American maritime industry.

While contributions to the PAF are voluntary, its impact is undeniable. Unfortunately, not all members participate, despite its vital role in protecting the interests of maritime workers. A well-funded PAF ensures that the M.E.B.A. can effectively counter misinformation, push back against harmful legislative proposals, and champion initiatives that benefit the industry and its workforce.

PAF resources are used to educate members of Congress — regardless of political affiliation — on the indispensable role of the U.S. Merchant Marine in national security and economic stability. Additionally, the fund helps cultivate relationships with legislators who understand the strategic importance of our industry and can advocate on our behalf.

Members can support the PAF by visiting their local M.E.B.A. hall or making a contribution through the union's Member Payment and Update Portal (PUP) accessed at [www.mebaunion.org](http://www.mebaunion.org).

Below is a list of active and retired members who recognize the significance of the PAF and contributed during the 2024 calendar year. Those who donate in 2025 will be acknowledged in a future issue of the *Marine Officer*. The list is categorized into five tiers, with members, retirees, and applicants listed alphabetically within each group. Not to take away from the P.A.F. champions in the Order of Magellan — many of who are perennial supporters of the Fund — but to recognize those who were especially generous — a new category has been created. The top five contributors for the previous calendar year now ascend to the vaunted "Sovereign of the Sea Lanes," an honor so exalted and elite, they should be hailed with thunderous applause, toasted with the finest grog, and immortalized in sea shanties. Additionally, but not listed, are 212 individuals who contributed between \$5 and \$99 in 2024 — contributions that are greatly appreciated and play a crucial role in our collective efforts.

	<b>Sovereign of the Sea Lanes</b> (Top 5 Contributors)	Mike Dunklin	Benjamin Larrabee	Brad McDermott	Roland Rexha	Kieran Youngberg
---	---	--------------	-------------------	----------------	--------------	------------------

	<b>Order of Magellan</b> (\$1,000 to \$5,000)	Maxim Alper	Luca DeFazio	Ellsworth Gordon	Trevor Lapham	Anthony Nappi	Ryan Vetting
		Duncan Ballenger	Samuel Dengel	Nicole Greenway	Colin Lucas	Dilson Ramirez	Bruno Vogrig
		Thomas F. Bands	Thomas J. Dewhirst	Jason Harrington	Sonja Lund	Todd Simonse	Adam Vokac
		Erik Barton	Jeffrey Duncan	Lawrence Ho	Serena Martin	Phillip Sistrunk	David Wagner
		Alexander Bugaisky	Michael Ellis	Ted F. Jacobites	Jonathan McPherson	Adam Smith	Daniel Walsh
		Jason Callahan	Stephen Eshnaur	Seth A. Katz	Mark Mullaney	Phillip Strissel	William Warren
		Claudia Cimini	Stuart A. Fay	Jeffery Klitzke	Donald Mullett	Christopher Swift	Eric White
		Erik Cote	Michael Ferrino	Joseph Lamonica	Hugh Myers	Matthew Terkuile	Justin Whitton
		Kevin M. Cross	Erik Gilbert			Albert Truong	

	<b>Realm of King Neptune</b> (\$500-\$999)	Hans Boughal	Jonathan Emmerton	Jakob Hemmerlein
		Timothy J. Bowling	Helbert Esquivel	Garrett Hernandez
		Michael Brady	Adam Fenton	Timothy Jany
		Gary Brister	Jason Fetter	Randall Jaunzemis
		Benjamin Cicale	Edward Figelski	Vincent Jenkins
		Christopher Clark	Graeme Fiser	Benjamin Johannessen
		Jeremy Cobo	Brian Fritschi	Christopher Jones
		Arnulfo Concepcion	John Gallagher	Luke Kaili
		Tracy Covil	Mark Gallagher	Kerri Kelley
		Gerard Cullen	Henry Graebener Jr.	Christopher Kewley
		Frederick Cuzner	Ross Grayling	James King
		Daniel Davis	David Greenway	Marcus Kitchin
		Raymond Demarest	Sylvan A. Haas	Thomas Kreta
		William Dickman	Shah Hakim	Craig LaChance
		Nathan Abel		
		Edward Albrecht		
		Matthew Alonge		
		Scott Armstrong		
		Rene Asupan		
		Ethan Barlow		
		James Belbin		
		Gerald Bellows		
		Alyssa Billi		
		Todd R. Bilodeau		
		Chris Bolinger		

*continued*

John Long  
Aaron Lord  
Adel Lotfy  
Matthew MacNeil  
John Mahoney  
Michael Martykan  
Matthew Mataronas  
Jack Menendez  
Christopher Merola  
Kevin Moeszinger  
John Murphy  
Christopher Nardone  
David Nashif  
Maxwell Nelson  
Jacob Nickel  
Thomas Norton  
Ryan Novak  
Washington Oree  
Matthew Osborne  
David Owen  
Kyle Parker  
Michael Perry  
Edwin Ponce  
Kristoffer Quinn  
Stanley J. Quinn  
Vincent Quinones  
Edward Radzik  
Joshua Reed  
Alexander Robinson  
Nathan Robinson  
Michael Rugarber  
Devin Savoie  
John Schaffer  
Jonathan Schmidt  
Daniel Scrivanich  
Daniel Seewald Jr.  
Nicholas Sergio  
Nico Sermoneta  
Mark Shartel  
Stephen Shea  
Tristan Small  
Brian Smith  
Willis M. Spear  
Christopher Steele  
Robert Sundius  
Steven L. Tebbe  
Raymond Tesson  
Thomas Urbik  
Emanuel Valentin  
Bill Van Loo  
Andrew Vincioni  
Stephan Voris  
James Walsh  
Alexander Waterfield  
Timothy Weber  
Nicholas Webster  
Nicholas Weitkamp  
Todd Williams  
Erik Wlazlo  
Thant Yung

Luke Zempel  
Salvatore Zingales  
Thomas Zysk



**Shellback**  
**(\$250-\$499)**

Louai Abdou  
James Abel  
Dominic Adase  
Garrett Allen  
Joseph Allotey  
Daniel Antonellis  
Alex Antony  
Anthony Apodaca  
Lyle Armacost  
Thomas Aukstikalnis  
Christopher Baker  
Sean Barkowsky  
David Barstow  
James Bartlett  
Benjamin Bassett  
Winston Baxter-Harwell  
Grant Begley  
Adam Belson  
Kristina Belyea  
Kevin Bennett  
Fernando Biwer-Paz  
Stephanie L. Blummer  
Jonathan Boisvert  
Charles Boozer  
John Bordeaux  
Kyle Boucher  
Michael Breton  
Richard Brown  
Christopher Brownfield  
Adam Bubencik  
Timothy Bunstine  
Matthew Burke  
Thomas C. Burnside  
Gregg Burr  
Nicholas Cabral  
David Chapman  
Derrick Chappell  
Kyle Chernoff  
Fernando Chew Loo  
Vladimir Chpatchev  
Michael Christensen  
Kervin Claude  
Dennis Cline  
Rayomond Collector  
Mark Collins  
John Collins  
Brian Conroy  
Michael Cooper  
Parker Courtney  
Kent Cumings  
Paul Deming  
Paul Derrane

Christopher Devens  
Thomas Dindy  
Alex DiPietro  
Nils Djusberg  
Richard Doherty  
Elijah Dove  
Timothy Drews  
Brendan Duerr  
Thomas Dunn  
Nathaniel Durbin  
Mary Ellen Halloran  
Trent Enoch  
Richard Fahey  
Gregory Feeney  
John Ferguson  
David Ferry  
David Fiala  
Matthew Fisher  
Dantonio Fleeton  
Justin Forrest  
Trevor Fuller  
Glenn Fuller  
Kyle Furgerson  
Carl Gabrielsson  
Michael Garcia  
Patrick Garthwaite  
Joseph Glywasky  
Andrew Goodman  
Kyle Grable  
Scott Grant  
Tyler Guard  
Eric Gusek  
Derek Haars  
Par Hagberg  
Stephen M. Haines  
Timothy H. Harley  
John Harrison  
James Hauth  
Paul Hayward  
Joseph Heath  
Martin Heidt  
Dylan Hepburn  
Ross Himebauch  
Lawrence Holbert  
Jeffrey Houghton  
Darin L. Huggins  
Bradley Hursh  
Kegan Irvine  
Kenneth Jackson  
Thomas Jackson  
Joseph Jacovino  
John Janowicz  
Steven Johnson  
Lucas Karhoff  
Seth Kaye  
Joshua Kelleher  
Tyler Kelley  
Kevin Kirby  
Joshua Knowles  
Brian Koechley

Christian Konopaski  
Jacob Kopras  
Stefanos Korkotas  
Panteleimon Koutsoulis  
Joseph Lacey  
Jacob Lebeouf  
Robert Lee  
Eric Linderholm  
Jonathon Lipski  
Justin Litterine  
Gregory Logue  
Marc Lyons  
Mark MacDonald  
Kelsey MacDonald  
Daniel Maclean  
Patrick Maher  
Alexander Mahimer  
Stephen Manning  
Michael Marks  
Gordon Marsh  
Bruno Martinelli  
Daniel Marymee  
Connor McDonnell  
Joseph McElhinney  
Leslie McGann  
Paul McGrath  
Robert McMurray  
Charles Mitchell  
Karly Moise-Duquella  
James Moore  
John Moore  
Craig Moran Jr.  
John Morgan Gaylan  
Daniel Mosa  
Daniel Murphy  
Thomas G. Myatt  
George Negoescu  
Jake Nelson  
Hieu Nguyen  
Sean Nolan  
Thomas Ofria  
James O'Loughlin  
Robert Olson  
Arthur Omdahl  
Dylan O'Neil  
Kwaku Oppong-Addae  
William O'Rourke  
Andrey Pakhomov  
Nicholas Pappas  
Kevin Parsons  
Julie Penny  
Brandon Perdue  
Steven Peters  
Carlos Pineda  
Ira Pote  
Thomas J. Povalec  
Michael Proia  
Brian Redican  
Robert Reid  
Robert Resino

Jed Revels  
Nikolas Reyer  
Joseph Reynolds  
Daniel Rhodes  
Paul Riley  
Michael Rodriguez  
Michael Romero  
Devon Rossi  
Richard Royston  
John Ruggiero  
John Ryder  
Mikael Safarian  
Louis Santiago  
Robert Sasso  
Joseph Saur  
Kevin Schultz  
Patrick Scott  
Matthew Seel  
Jack Shaffield  
David Shaw  
Daniel Sibbald  
Matthew Simms  
Randall Skillern  
Darnell Slayton  
Christopher Soo  
Frank Sopko  
Andrew Stamm  
Philip Steinberg  
Matthew Stempleski  
Thomas Stenquist  
Thomas A. Stillwachs  
Nicholas Stockbridge  
Sean N. Sullivan  
Wayne Sumner  
Stanley Suponitsky  
Benjamin Tague  
Benjamin Tamone  
Nickolas Tapley  
Jeremiah Taylor  
Daryl Thomas  
Ansel Thompson  
Kyle Tingo  
Demian Trask-Annies  
Jeremy W. Travers  
Matthew Tremblay  
Jason Underhill  
Bernard Underwood  
Barry Unnold Jr.  
Alex Vannier  
Paul Venuti  
James Volentine  
Nathan Walgren  
Timothy N. Walker  
Philip Walker  
Brian Walsh  
Seth B. Warner  
Peter Warner  
Clayton Whidden  
Harold Williams  
Matthew Wilson





Robert Womble  
John Yang



**Pollywog**  
**(\$100-\$249)**

Gregorio Abalos  
Reginald Abrams  
Kyle Acton  
Michael Adams  
Llorenc Aguiar  
Anthony Aiello  
James Aird  
Kobi Albright  
Jordan Alfaro  
Jack Anderson  
Richard Anderson  
Charles Apudo  
Michael Atwell  
Richard Auman  
Nicholas Austell  
Mikel Avery  
Timothy Axelsson  
Edwin Bagley  
Alexander Baird  
David Baker  
Roderic Baker  
Nicholas Balhorn  
Bozidar Balic  
Lawrence Balsamo  
Emery Barg  
John Beal  
Trevor Belson  
Christopher Belyea  
Joel Bem  
Justin Benevides  
Thomas W. Benz  
Logan Bergman  
Angel Bermudez  
Sam Berner  
David Bick  
Justin Blair  
Douglas Blake  
Joshua Blanchard  
Daniel Bliefernich  
Jeffrey Boisvert  
Matthew Boleza  
Cameron Bollin  
Zachary Boudrow  
Cameron Bourque  
Mitchell Boyd  
Brendan Brady  
David Brain  
Lee H. Brand  
Ryan Brassil  
Sean Breheny  
Rudolph Breton  
Louis Brooks  
Jordan Brown  
Tanner Brown

Jeffrey Bukunt  
Timothy F. Burchfield  
Jeffrey Burford  
Matthew Burke  
Kyle Burke  
Austin Burnham  
Kevin Buselmeier  
Jack Bushey  
Manolo Caba-Martinez  
William Campbell  
Thomas J. Campbell  
Christopher Campsmith  
Aldrin Cariazo  
Ryan Carpentier  
Charles Castro  
Jake Catarius  
Thomas Chairs  
Drew Chapman  
Christine Ching  
Michael Cicero  
Daniel Clohessy  
Robert Collette  
Leonard Collevocchio  
Christian Collins  
Brian Colona  
Garrick Colorado  
Leo Connolly  
Eric Connor  
Sanfa Conteh  
Michael Conti  
Alex Contois  
Terence Cooper  
Connor Corbett  
Thomas Corrigan  
Emma Crandall  
Tucker Crevier-Kimball  
Frank Crifasi  
Elliott Currier  
James D'Amico  
Joseph D'Amico  
Michael Daramy  
Devon Davis  
Aaron Davis  
Benjamin Davoy  
Gage Debonise  
Anthony Dellaquila  
Lucas Demore  
Ruth Denton  
Brian DiGregorio  
Jonathan Dinisio  
Dang Do  
Harry Dodson  
James Donaghue  
Will Donnell  
Susan Dorman  
Stephen Downs  
Mark Doyle  
Neil Driscoll Sr.  
Kevin Drumm  
Bradley Ducharme  
Kieran Duggan

Tyler Dullnig  
John Dunleavy  
Alexander Dunn  
Daniel Earle  
Michelle Eckert  
Eldridge Edwards  
William P. Eident  
James Eldridge  
Robert Elliott  
Russell Ellis  
Benjamin Evans  
Timothy Falconieri  
Patrick Fales  
Kyle Fallon  
Tyler Farkas  
Todd Favaza  
Edwin Feliciano  
John Fernandez  
Liam Ferretti  
Mitchell Ferritto  
James Feyler  
Brian Flynn  
Steven Fonti  
Remington Foreman  
Clayton Foster  
John Frangineas  
Lucas Frank  
Paige Frankel  
Daniel Fraser  
James Frazier  
John Friend  
Alec Frizzell  
Mark Gallagher  
Douglas Gallagher  
Benjamin Ganser  
Nathan Gatchell  
Chad Geary  
Christopher Georgoudis  
Brian Gerrish  
William J. Gerry  
Alyson Gibbs  
Mark Gilmour  
Mark Gimle  
Matthew Giovannoni  
Timothy Glynn  
Luke Goehring  
Thomas Gorman  
Patrick Graham  
Sergio Gratta  
Jessica Gratzner  
Jason Greene  
John Guccione  
Patrick Gudmundson  
Greg Guldjard  
Robert Gurlitz  
Peter Haber  
Nicholas Hagadorn  
Daniel Halata  
Stuart Hanna  
Foster Hardt  
William S. Harrison

Keith Hickerson  
Bryan Higgins  
Jonathan Hines  
Jeffrey Hitzel  
Stanley D. Hjort  
James Hoeg  
Jaron Holland  
John Holmeslett  
Thomas Hooper  
Jeffrey Hostutler  
Richard Howerton  
Kyle Hudson  
Paul Hudson  
Robert Hudspeth  
Bryan Humphrey  
David Iacobucci  
Jaret Insel  
Mitchel Jacobsen  
Deanna Jacobsen  
John Jacobsen  
Tessa Jardine  
Sebastian Jodar  
Blake Johnson  
Matthew Jones  
Jonathan Jordan  
Christopher Kahl  
Christos Kakaletis  
Brian Kane  
Thidiane Kanoute  
Sean Kennedy  
Ike Kim  
Jonathan Kincaid  
Steven King  
Philip King  
Justin Kisielewski  
Jeanne Klaine  
Randy Klump  
Dominic Kolenda  
Samuel Kraft  
Anthony Kraljic  
Adam Kroupa  
Joseph Krushinski  
Sergiy Kryzhnyy  
Gregory Kuijper  
William S. Kyttle  
Dylan Labun  
Coleman Lambert  
Garret Lear  
Q Lee  
Tia Lehmann  
Paul Lemoine  
Andrew Lenz  
Louis Lincoln  
Brendan Linn  
Russell Lino  
Asher Liss  
Patrick Lowe  
Louis Ludwig  
Daniel Luglio  
Sean Lusignan  
Aidan Lyons

David Maccini  
Duncan Maclean  
Deshawn Maduro  
Shane D. Mahaffey  
Gianfranco Mahalik  
Ryan Malfara  
Kenneth Marcinak  
Robert Marich  
William Marino  
Andrew Martin  
Keith Martin  
Ryan Mathis  
Ryan Mavity  
David May  
Joseph McCauley  
Patrick McGean  
Edwin McIntosh  
John McLane  
Shawn McLaughlin  
Joseph McMahon  
Devin McNeil  
Reynaldo Medina  
Peter Meglow  
Dillon Mendoza  
Terrance Merrill  
Matthew Miller  
Thomas Molnar  
Niko Monsales  
Scott Moore  
Rollin Moore  
Colin Moses  
Robert Moulton  
Christopher Myers  
Luis Navarrete  
Kyle Nebab  
Kevin Nelson  
Craig Newton  
Craig Newton  
Taylor Nichols  
Angela Nikituk  
Joseph Nitchman  
Charles Norval  
Joseph O'Connell  
Patrick O'Connor  
John O'Donnell  
Christopher Parent  
Jordan Parker  
Benjamin Parmer  
Christopher Paul  
Albert Pedriali  
Nicholas Pellechia  
Andrew Pellechia  
Jason Perez  
Matthew Perry  
Jacob Philbrook  
Christopher Poles  
Thomas Pollock  
Joshua Pounds  
Kenneth Pressey  
Patrick Preston  
Asher Psztyc-Uchida

*continued*



Alex Puglio  
Michael Purcell  
Timothy Quigg  
Christopher Quijano  
Joshua Reed  
Russell Reed  
Ian Reyes  
Joel Rezendes  
Veronica Richards  
Adam Richter  
Nicholas Ridgway  
David Rivera  
David J. Rivera  
Ian Roach  
Ryan Roberts  
Christopher Robinson  
Joseph Robson  
Jaleni Rodriguez  
John Rose  
Joseph Rowley  
Paul Roy  
Nicholas Rullo  
Edd Rushing  
Patrick Ryan

Bartosz Rylek  
Elias Saba  
Alexander Glenn Salao  
Benjamin Sawyer  
Nicholas Schall  
Christopher Schlegel  
Richard Scholz  
Harold Schreier  
Benjamin Seale  
Stefan Sebach  
Scott Seifart  
Matthew Sesack  
James Sevitz  
Michael Sharkey  
Samuel Shrake  
David Silva  
Zachary Silva  
Aaron Simard  
Daniel Sinclair  
Dzermal Smirba  
Cameron Smith  
David Smith  
Jesse Smith  
Paul Smith

Austin Smith  
Max Smith  
Jameson Smith  
Ronald Smith  
Terry Smith  
Trevor Smith  
Alexander Snyder  
Matthew Somogyi  
Michael Sopko  
Jacob Sparks  
Alfred St. John  
Jeffrey Stanley  
Austin Starr  
Peter Steverman  
Jesse Strickland  
James Sturgul  
Kelsy Sullivan  
Nicholas Sullivan  
Meghan Sullivan  
Marc Supersano  
Alexander Sydow  
Macie Szmytkowski  
Steven G. Taber  
Luca Tallarini

Christian Tanas  
Felix Tapales  
Alexander Tapia  
Ryan Tarabochia  
James Tavella  
Jeremy Taylor  
Edwin Taylor  
Carli Thomas  
Nicholas Tinkham  
Daniel Tischler  
George Torrey  
Hung Tran  
Barton Troxell  
Michael Trujillo  
Keith Turcotte  
Glenn Unflat  
Michael Unger  
Kristina Vey  
Clarence Vick  
Dante Villa  
Arvie Viray  
Brian Vroome  
Steven D. Walker  
Michael Watkins

Brian Watson  
Courtland Watters  
Christopher Webster  
Jay Wedman  
Anthony West  
Brad West  
Patrick Whalen  
Owen White  
Nathan Williams  
Clayton Williams  
Joseph Williams  
Christian Williford  
David Willison  
Wendall G. Wilson  
Craig Woodward  
Chad Worley  
Andrew Wormwood  
Jake Wrigley  
Harrison Yaeger  
Alex York  
Dakota Yuknavich  
Matthew Zalewski  
Christopher Zaucha



# Adel Lotfy

## Broker Associate

**Sales, Purchasing, Leasing, 1031 Exchange & Properties Management.**

 Sales, 
  Purchasing, 
  Leasing, 
  1031 Exchange  
 Properties Management

For all Varieties of Commercial and Residential Properties, Business Opportunities, Land, Shopping and Retail Centers, Office Buildings, Apartments Buildings and Industrial Buildings.

**+ Cell: 949-842-2121**

**✉ Email: [adellotfy21@aol.com](mailto:adellotfy21@aol.com)**




**DRE# 01104445**



# Shipping Shorts

## Good EO – Order Aims to Strengthen U.S. Maritime

President Trump signed an Executive Order in April aimed at revitalizing U.S. shipbuilding and strengthening the maritime workforce to enhance national security and economic growth. Titled “Restoring America’s Maritime Dominance,” the order establishes a framework requiring several strategic reports to guide future policy and legislative proposals. A comprehensive “Maritime Action Plan” was set to be delivered within 210 days, led by the National Security Adviser, with preliminary reports due covering current maritime programs, workforce challenges and international trade policy alignment. Additional measures include:

- A “Maritime Industrial Base” report within 180 days identifying critical supply chain components and investments;
- Proposed legislation for a Maritime Security Trust Fund and Shipbuilding Financial Incentives Program to expand the U.S.-flag fleet;



*Nicole Greenway, our Branch Agent in Tampa, at the Great Lakes Maritime Academy graduation where she met with some incoming M.E.B.A. applicants who distinguished themselves during their time in Traverse City. Martin Wilson and Michael McCorkendale are ready to get going on their shipping careers. Michael’s brother Chris is already part of the M.E.B.A.*

- Stricter enforcement of Harbor Maintenance Fees to prevent cargo diversions to foreign ports and creation of “Maritime Prosperity Zones;” and
- Immediate funding for the U.S. Merchant Marine Academy.

M.E.B.A. Secretary-Treasurer Roland Rexha called the order “a vital first step in driving both public and private investment toward a meaningful pathway to revitalize US shipbuilding and position the US as a global leader in maritime policy.”

## Bad EO – Order Union-Busts MSC, Army Corps Fleets

On March 27, 2025, President Donald Trump issued Executive Order 14251 halting collective bargaining rights for federal unions representing Department of Defense employees, citing national security as the primary justification. The order instructed many federal agencies to begin the process of dismantling current collective bargaining agreements. This directly affected thousands of civilian mariners (CIVMARs) sailing in the Military Sealift Command and Army Corps of Engineers fleets represented by M.E.B.A., MM&P and SIU. The Office of Personnel Management (OPM) subsequently provided directives instructing agencies to eliminate union rights, void union contracts, and discontinue grievance procedures. Soon after, the Trump administration abruptly stopped processing federal workers’ union dues through voluntary payroll deductions at the affected agencies.



*The rank-and-file M.E.B.A. Tallying Committee that oversaw the counting of the Officers’ Election ballots in December. Here they are on the M.E.B.A. rooftop following the completion of their duties. Left to right are John Schaeffer (Tampa), Keith Martin (Norfolk), Kieran Youngberg (NY/NJ), Steve Walker (Seattle) and Reggie Abrams (Houston).*





M.E.B.A. retired Chief Engineer Charles Ecker (CMES Group 1) nabbed the "Best in Class" Award at the 46th Annual Antique Automobile Show in Vero Beach, FL. Charles impressed with his 427 engine, 4-barrel carb., 390 hp stock 1967 Corvette that he's owned for 48 years.



## Faces around the Fleet



The Patriot-managed LMSR USNS SEAY is a crucial part of the U.S. military's sealift capability. M.E.B.A. Engine Officers seen here (l-r) include Chief Engineer Douglas Blake, 3rd A/E Brandon Ambrozy, 1st A/E Antonio Gonzalez, 3rd A/E Brandon Furlan, 2nd A/E Robert E. Lee and 1st A/E Kyle Wagener.



M.E.B.A. supporting cadets on the T/S KENNEDY. The vessel served as a training ship for Massachusetts Maritime before its transfer to Texas A&M Maritime Academy. Cadets train on the vessel until the school takes over the newbuild National Security Multi-Mission Vessel (NSMV) (T/S LONE STAR STATE) this year. Among others in this photo are Jessica Gratzner, William O'Rourke, Jack Beal, Alex Hicks, Nick Jones, James Gommper and Bryan Jones in the back and Lana Nguyen, Nathan Miller, Milton Korn, Jon Lincoln and Gulf Coast V.P. Adam Smith in front.



Take part in a 10-15 minute U.S. Mariner Mental Health & Wellbeing survey that runs until Sept. 16, 2025. Go to [redcap.link/mariners2025](https://redcap.link/mariners2025) or scan the QR Code with your device.





**M.E.B.A. members joined the picket line in support of the ILA at the Bayport Container Terminal in the Port of Houston during the docker union's fight for a fair contract that succeeded earlier this year. Left to right are Ethan Barlow, Gulf Coast V.P. Adam Smith, Jim Moore and Houston Rep. Jay Wedman.**



**M.E.B.A. supporting the ILA during their three-day strike. M.E.B.A. Secretary-Treasurer Roland Rexha is seen here with our logo in Staten Island, NY along with ILA and other union members.**

The M.E.B.A. continues to reach out to our mariners working for MSC and Army Corps to inform them that they can continue to shield their sailing careers by maintaining their membership in the M.E.B.A.

But MSC and Army Corps mariners will lose all future union protections and benefits if they allow their dues to lapse. The Union will continue to provide critical safeguards and exclusive pathways to essential benefits that our Government Fleet mariners expect. Continued membership is a lifeline to maintain the collective strength needed to preserve fair treatment and help protect your sailing career during uncertain times.

MSC and Army Corps members are urged to check in with our Norfolk Union hall to verify contact information and speak with our Government Fleet Representatives who are keeping the fleet apprised of the latest developments. Affected members should check in with M.E.B.A. Government Fleet Representative Craig Moran at the Norfolk Union hall at (757) 440-1820 or [govtfleet@mebaunion.org](mailto:govtfleet@mebaunion.org). Assistant Representative Ola Lassley can be reached at the same number or via email at [Norfolkdispatcher@mebaunion.org](mailto:Norfolkdispatcher@mebaunion.org). M.E.B.A. Government Fleet Reps. continue to contact mariners as well, and are visiting ships to help them understand their options.

Members in those fleets should maintain their good standing by using M.E.B.A.'s online payment portal at <https://meba.workingsystems.com>. The Membership Department at Headquarters can provide assistance with any technical issues by phone at (202) 638-5355 or via email at [membership@mebaunion.org](mailto:membership@mebaunion.org). Those enrolling in the M.E.B.A. Payment Portal must have an email address on file with Headquarters that correlates to their payment portal i.d., so make sure the HQ records match. Payments can also be made in person at any M.E.B.A. Union hall or office. To ensure continuity, members are advised to complete payments through the fourth quarter.

### **M.E.B.A. Applauds Efforts to Combat Chinese Maritime Dominance**

The M.E.B.A. issued strong support for proposed actions targeting China's aggressive policies in the maritime, logistics, and shipbuilding sectors, which have long undermined American competitiveness and national security. After a petition from U.S. labor unions, the Office of the United States Trade Representative (USTR) investigated, then concluded that action is needed to counteract the unfair labor practices, heavy state subsidies and preferential sourcing policies that has undermined U.S. maritime capabilities and cost American jobs. The USTR proposed



**M.E.B.A.'s Gulf Coast V.P. Adam Smith (far right) who was a panelist at the Texas A&M University at Galveston's Women Offshore Conference. The panel of "male allies" discussed workplace inclusion and equity.**

new fees on vessels entering U.S. ports, including charges of up to \$1 million per entry for Chinese-operated ships and \$1.5 million per call for ships built in China. Additional fees would be imposed on carriers based on the percentage of their new ship orders fulfilled by Chinese yards. Exemptions were floated for U.S.-flagged/owned vessels participating in the Maritime Security Program and U.S. Government vessels and shipments.

M.E.B.A. strongly backed the USTR's findings and the proposed relief measures. The Union also called for relief measures be afforded for U.S.-flag carriers that invest in American





*M.E.B.A. took part in a Maritime Day ceremony in San Francisco where an inscription honoring merchant mariners who lost their lives off the Pacific Coast in World War II was unveiled and dedicated. The marker is at the American Battle Monuments Commission's West Coast Memorial overlooking the Pacific Ocean. M.E.B.A. Executive V.P. Max Alper spoke at the ceremony which was also attended by several other M.E.B.A. members including Oakland Patrolman Chris Coombs and Chief Engineer Christian Yuhas.*

mariners and American shipyards for fleet maintenance, repair, and new ship construction. M.E.B.A. emphasized that “cargo is king” in the maritime industry and strongly supports policies that prioritize the transport of U.S. goods on U.S.-flagged vessels. The Union urged the administration to implement mandates ensuring that a portion of key exports, such as LNG and fuel oils, are transported on U.S.-built and U.S.-flagged ships. M.E.B.A. said a phased approach to these requirements, coupled with tax and trade incentives, would create consistent demand for U.S.-built and U.S.-flagged ships and ensure long-term viability for domestic shipbuilders and maritime workers.

### **M.E.B.A. Win for PILILAAU & SEAY Mariners**

The 18-month fight to rectify the 10% wage and benefit disparity on the USNS SEAY and USNS PILILAAU was resolved in the Union's favor. The Department of Labor notified the M.E.B.A. that the modified extension agreement between the predecessor contractor U.S. Marine Management Inc. (USMMI) and its labor representative American Maritime Officers (AMO) with an effective date of April 1, 2023 applies to the contract awarded to ASM/Patriot Contracting Services, LLC, in August 2023 for the operation and maintenance of the two vessels.

The Military Sealift Command had circumvented the Service Contract Act of 1965 by not incorporating the required revised Wage Determination reflecting new labor rates into the SEAY/PILILAAU solicitation. When ASM/Patriot took over the operation of the two ships in September of 2023, our members were paid wage and fringe benefits contained in the DOL Wage Determination that was based off the older October 1, 2022, labor agreement. M.E.B.A. underwent the lengthy battle for our members on those vessels and won back pay and benefits. M.E.B.A. leadership, including Contracts Officer Mark Gallagher, had remained vigilant on this issue since bringing it to the Department of Labor's attention over a year ago. The issue had stagnated for months but M.E.B.A. President Adam Vokac helped instigate new movement on the matter after networking with MSC Commander Admiral Philip Soback. The Union must now work with the parties on the process to implement the hard-earned relief.

### **M.E.B.A. Finalizes AMHS Agreement**

M.E.B.A. members sailing for the Alaska Marine Highway System (AMHS) recently ratified a new three-year contract, which took effect on July 1, 2025. The agreement was previously approved by the Alaska State Legislature. The new agreement goes a

long way to address many of the issues that have hindered the ferry fleet over the past few years which made it a less attractive place to work, including lower wages and other conditions that led to short staffing and canceled sailings. Wage increases, Personal Leave and OT improvements as well as other compensation and incentives will help enhance the working experience for our members in the bargaining unit. In addition, negotiators were able to secure a single unified contract for the represented fleet instead of disparate work rules and wage scales applied to various vessels. The Union appreciates the patience of bargaining unit members as the new system takes hold.

This hard-won agreement is the result of months of diligent and coordinated union work. Executive V.P. Max Alper's negotiating team included the member-elected bargaining committee consisting of Chris Brooks, Josh Chevalier, Chris Fenn, Pat McManus, Meagan Nye, and Robbie Provost. Their leadership and commitment at the table were instrumental in bringing this contract across the finish line. Also key, were Alaska-Seattle Representative Claudia Cimini, M.E.B.A. AMHS Rep. Nicole Linn and Oakland Patrolman Chris Coombs.

This new contract is not only a product of negotiations — it's a reflection of member-driven unionism. From participating in surveys and meetings to helping craft proposal language,



AMHS members shaped every stage of the process. Their involvement fueled the bargaining strategy and strengthened our collective voice. Over the past year, M.E.B.A. has made historic strides in support of our AMHS brothers and sisters. We launched a Shop Steward program, onboarded a permanent Representative position specifically for the AMHS unit, and brought on a temporary rep. to help during negotiations. We also retained an Alaska-based attorney who will continue supporting members on AMHS-specific legal issues. The M.E.B.A.'s new Alaskan lobbyist has also proved effective at keeping Alaska's Government informed of AMHS and citizen concerns. Additionally,



***M.E.B.A. supports the relaunch of the SHIPS for America bill that aims to revitalize U.S. shipping and shipbuilding. Senator Mark Kelly (D-AZ) is heading up the bipartisan effort along with Sen. Todd Young (R-IN), Rep. Trent Kelly (R-Miss.) and Rep. John Garamendi (D-CA). Left to right on the U.S. Capitol lawn where the bill announcement was made are M.E.B.A. Government Affairs Director Erick Siahaan, M.E.B.A. President Adam Vokac, Sen. Mark Kelly and M.E.B.A. Secretary-Treasurer Roland Rexha.***

for the first time, AMHS had formal representation at M.E.B.A.'s Inland Conference, ensuring member concerns were heard at the national level.

As M.E.B.A. marks its 150th anniversary, our long-standing relationship with the Alaska Marine Highway System stands stronger than ever. From the early days of AMHS to this landmark contract, our shared history is a reminder that when we bargain together, organize together, and stand together — we win together.

### **Reintroduction of SHIPS for America Act**

A cross-party coalition in Congress rekindled efforts to revitalize America's maritime sector through newly reintroduced legislation aimed at countering China's overwhelming dominance in global commercial shipping. Congressional Members from both major parties, including Senators Mark Kelly (D-AZ) and Todd Young (R-IN) as well as Congressmen Trent Kelly (R-Miss.) and John Garamendi (D-CA) reintroduced the Shipbuilding and Harbor Infrastructure for Prosperity and Security (SHIPS) for America Act. A complementary bill, the Building SHIPS in America Act, was also introduced. That legislation would introduce substantial tax benefits designed to stimulate vessel manufacturing and encourage capital investment in American shipbuilding facilities. Overall, the comprehensive package targets regulatory overhaul, expanded cargo requirements, workforce development initiatives, and financial incentives intended to spark domestic shipbuilding and expand America's commercial fleet.

M.E.B.A. President Adam Vokac noted that, "A resilient maritime industry is the backbone of a strong nation. We are proud to endorse the SHIPS for America Act, which represents one of the most significant investments in the U.S. Merchant Marine in decades and aims to address critical shortfalls in our nation's maritime and shipbuilding sectors that have long been neglected... America must maintain its independent ability to import and export cargo, if it is to remain free of foreign coercion in international trade."

### **Members Encouraged to Get ETO Endorsement**

The M.E.B.A. anticipates Electro-Technical Officer (ETO) endorsements to be important for mariners in the future. Alternative fuels, increasing automation, emission controls, and advanced networking are seen more often on the seas. With the expected increase in U.S.-flag opportunities and potential new vessels, we highly encourage everyone to get the ETO endorsement now while it only requires assessments or similar. Otherwise, approximately 4 months of classes are required to get an ETO endorsement from scratch.

If you don't yet have the ETO endorsement, you are encouraged to secure it now. Mariners can earn the endorsement easily by completing onboard assessments followed by notification to the Coast Guard. Current options for obtaining the ETO endorsement are described at this link: <https://www.dco.uscg.mil/Portals/9/>



***The 2025 rank-and-file Financial Review Committee spent three days at M.E.B.A. Headquarters in Washington D.C. to take a look at the books. The FRC was created as a Democratic safeguard to examine Union finances from the previous year. Up on the HQ rooftop (l-r) are Matt Haskell (Norfolk), Brandon Stewart (Houston), Sergio Gratta (Tampa), Joe Ajar (NY/NJ), John Fountas (Oakland) and Steve Walker (Seattle).***



Members gathered at the New Orleans Union hall a day after Mardi Gras for the membership meeting where they happily ingested king cake. Left to right are Third Mate Mason Erickson, 2nd A/E Lee Davis, 2nd Mate Irene Mason, C/M Bart Rylek, C/E Doug Wulff, 2nd A/E Fernando Biwer, C/E William Thompson, 2nd A/E Matthew Somogyi and M.E.B.A. NOLA Rep. Denis Alegria.



Another crop of M.E.B.A. officers completing the Wärtsilä FLEX Engine Operator level course at the CMES. Standing from left to right are Wärtsilä Rep. Liron Werba, Jonathan Munz, Wärtsilä Rep Furqan Rashid, Conner McDonnell, Matthew Tremblay, Ansel Thompson, Adam Bubencik, Paul Venuti, Darnell Slayton, Dylan Hepburn and Matthew Miller. Sitting from left to right are Asher Uchida and Wärtsilä Instructor Rolf Meier. Thanks to Instructor Ernie Clements for the photo.

### Faces around the Fleet



The Engine crew of the ALLIANCE FAIRFAX at the ASRY Shipyard in Bahrain. The Maersk Line Pure Car/Truck Carrier is part of the Maritime Security Program. Left to right are C/E Jonathan Kalmukos, 3rd A/E Luca Tallarini, 1st A/E Mark Jednaszewski, 2nd A/E Scott Johnston, Engine Cadet William Kopatich, Engine Cadet Shane Hur, OMU Roderick Williams Jr., and OMU John Wayne Bayonne III.



M.E.B.A. Engine Officers aboard the USNS WATKINS. From left to right are 3rd A/E John Tropea, 3rd A/E Logan Bergman, 1st A/E Leroy Kolenda, Cargo Engineer Dante Villa, 2nd A/E Connor White and Chief Engineer John Lampke. The vessel is a Large, Medium-Speed Roll-on/Roll-off Ship (LMSR) managed by Patriot Contract Services.





*Rilla Gaither, Senior Advisor for the American Maritime Congress, was tapped as one of the twenty “Top Women in Maritime” by Marine Log magazine. Rilla, who also performed tremendous work during her time at the Maritime Administration, has been a solid maritime industry force for over 40 years. Left to right in New Orleans are AMC President Fair Kim, M.E.B.A.’s NOLA Rep. Denis Alegría, Rilla and AMC Government Affairs Manager Caitlyn Tierney.*

NMC/pdfs/checklists/mcp\_fm\_nmc5\_216\_web.pdf

It is recommended that senior officers (possessing 2nd STCW - first engineer national title) utilize Option 4 which is onboard assessment-based (checkoffs) vs. many months of classes. Option 3 can be utilized for more junior officers (without a management level STCW) which also requires a letter of recommendation from a Chief, Master or company representative along with 360 days of sea time.

The Calhoon M.E.B.A. Engineering School has made online guidance available to assist the membership in applying for the endorsement. The CMES provides information and documents needed for application at [www.mebaschool.org](http://www.mebaschool.org).

## Historic SSA Contract

After two years of hard-fought negotiations, the Union has successfully reached a landmark agreement with the Woods Hole, Martha’s Vineyard & Nantucket Steamship Authority (SSA), securing a new three-year contract for licensed engineers aboard SSA vessels. The SSA Board of Governors formally ratified the agreement a week after it was overwhelmingly approved by M.E.B.A. members in the bargaining unit. The contract covers engineers serving aboard the SSA’s fleet of 10 vessels, which provide vital transportation of passengers, vehicles, and freight between mainland Massachusetts and the islands of Martha’s Vineyard and Nantucket. M.E.B.A. has represented this workforce since the mid-1960s.

The new contract features a historic 38% wage increase — the largest in the Steamship Authority’s history — along with critical quality-of-life improvements. This preserves long-standing worker protections while delivering overdue compensation and recognition.

*M.E.B.A. President Adam Vokac was hailed as an energizing, dynamic leader in a recent Maritime Executive magazine feature.*



“Our members have shown incredible solidarity and patience throughout this process,” M.E.B.A. Atlantic Coast V.P. Jason Callahan noted. “This agreement is testament to the strength and diligent work of our Boston representatives, attorney, and above all our Union delegates. We believe this contract provides significant gains for our members and lays the groundwork for a more stable and prosperous future for everyone.”

Vice President Callahan led the negotiations alongside Boston Representatives Stuart Fay and Brian Flynn. Outstanding rank-and-file support was provided by Cole Nee, Ross McNally, Dan Lindberg, Joe DeMelin, and Mike Brides.

## Full Power at Houston & Tampa Halls

As members should know, M.E.B.A. has new Union halls in both Houston and Tampa. M.E.B.A.’s hall in Tampa, Florida is at 2018 E 7th Ave., Tampa, FL 33605. Phone, fax and email information remain the same. The new hall is close to the downtown area in Ybor City. M.E.B.A. relocated its Union hall in Houston, TX back in November. The new space is located at 6604 South Loop East, Houston, TX 77087. Phone, fax and email addresses remain the same.



*SUNY cadets are seen with their complimentary Maritime Executive “Vokac” edition.*



*M.E.B.A. Charleston Rep. Giancarlo Mahalik (at center wearing a blue M.E.B.A. shirt) doing a recruitment event with Massachusetts Maritime Academy cadets. The Union remains busy on efforts to bring the best and brightest next-generation mariners into the M.E.B.A. fold.*



### Travel to CMES Must Go Through Plans Coordinator

M.E.B.A. Plan participants traveling to the Calhoun M.E.B.A. Engineering School must book their flights through the Union's in-house Travel Coordinator. The Trustees of the M.E.B.A. Medical & Benefit Plans and the M.E.B.A. Training Plan re-issued the reminder, especially in light of the influx of new members into the Union unfamiliar with this necessary procedure. M.E.B.A. members must book all flights through the Plans' Travel Coordinator by calling the toll-free number (877) 324-6322. Normal operating hours for the Travel Coordinator are Monday–Friday, 0900–1700 ET.

Travel inquiries may also be made by email at [travel@mebaplans.org](mailto:travel@mebaplans.org). Additional information may be found on the school's website: <https://www.mebaschool.org/travel-and-arrival/meba-members-travel-arrangements>

### Matson Increasing Fleet of LNG-Powered Vessels

M.E.B.A.-contracted company Matson, Inc. now has three Liquefied Natural Gas-powered vessels in its fleet with more ships on the way. The KAIMANA HILA (KMH) recently returned to service after undergoing a conversion to LNG, along with the addition of a new bow windshield for improved aerodynamics and fuel conservation. The KMH joined its sister ship, DANIEL K. INOUE (DKI), and the MANUKAI which underwent a complete repowering, replacing its engine with a dual-fuel engine like those powering DKI and KMH.

Matson has ordered three new Aloha Class containerships from Philly Shipyard – now known as Hanwha Philly Shipyard. The first, MAKUA, is under construction and scheduled

for delivery in 2026. The other two will be the MALAMA and MAKENA scheduled for delivery in 2027. All three of the newbuilds will incorporate “green ship technology” features such as environmentally safe double hull fuel tanks and freshwater ballast systems and will be delivered ready to operate on liquified natural gas.

### M.E.B.A.-Crewed Vessels Took Part in Antarctic Resupply Mission

Two M.E.B.A.-crewed Seacor/Waterman heavylift vessels completed a resupply mission at the South Pole during Operation Deep Freeze earlier this year. The OCEAN GLADIATOR and OCEAN GIANT took part in the annual Military Sealift Command-led undertaking that keeps scientists at the McMurdo Station operating at full strength.

OCEAN GIANT arrived at McMurdo in late January, delivering a floating marine causeway system along with containers filled with mechanical parts, vehicles, construction materials, office supplies and electronics equipment as well as mobile office units. Following the offload, OCEAN GIANT was loaded with 360 containers of retrograde cargo for transportation off the continent. The M.E.B.A. crew aboard the OCEAN GIANT included C/E Devin Savoie, 1<sup>st</sup> A/E David Wagner, 1<sup>st</sup> A/E David Seltzer and 2<sup>nd</sup> A/E Adam Belson.

Weeks later, the OCEAN GLADIATOR offloaded cargo and retrieved the floating marine causeway as the mission wrapped up successfully. M.E.B.A. crew aboard the OCEAN

Gladiator included C/E Jeff Stanley, 1<sup>st</sup> A/E Jack Shaffield, 1<sup>st</sup> A/E Brandon Perdue, 2<sup>nd</sup> A/E Mitchel Jacobsen, 3<sup>rd</sup> A/E Victor Mashevsky and 3<sup>rd</sup> A/E Dylan Hepburn.

### M.E.B.A. on the “What’s Going On with Shipping” Podcast

M.E.B.A. President Adam Vokac recently sat down with podcast host Sal Mercogliano for an episode of “What’s Going on With Shipping?” focusing on the M.E.B.A. upon the occasion of our 150<sup>th</sup> anniversary. Sal is an instructor in maritime industry policy, an historian and former mariner who is well-known and respected in the U.S.-flag shipping community. His podcast explores the global maritime industry by analyzing headline topics and uncovering deeper issues in an engaging and accessible style. President Vokac discussed the M.E.B.A. - past, present and future - along with some of the advantages of the Union that affords talented mariners an attractive and lucrative career. Sal and Adam also detailed some of the current proposals for the growth of the U.S.-flag industry and the efforts being made to continue to improve the fortunes of American mariners. Check out the 32-minute podcast entitled “Set Sail with the Marine Engineers’ Beneficial Association on their 150<sup>th</sup> Anniversary.” You can view it by following this link: [www.youtube.com/watch?v=KpfZHW\\_KvoA&t=1295s](https://www.youtube.com/watch?v=KpfZHW_KvoA&t=1295s)

### M.E.B.A. Jobs with Padgett Swann

Shoreside job opportunities are available to M.E.B.A. engineers through our agreement with Tampa, Florida-based



Padgett Swann Machinery. The Marine and Industrial Repair company performs repair work on all types of vessels around the country and expects multiple job openings for qualified members.

Through the contract, which runs through 2026, M.E.B.A. provides licensed marine engineers to Padgett Swann Machinery on an “as-needed” temporary basis. In addition to M.E.B.A. Pension and MPB, the employer also contributes to Medical, Drug Testing, Training and JEC. The Wage Sheet and Memorandum of Understanding 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](mailto:asmith@mebaunion.org).

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.

### **M.E.B.A. Hits the Hill for Annual Sail-In**

U.S.-flag shipping interests were out on Capitol Hill in Washington D.C. in April as the industry conducted its annual Maritime Congressional “Sail-In.” A cross-section of maritime industry representatives, including unions, companies and other organizations helped broadcast the importance of U.S. shipping and solicit support for crucial statutes and programs during over

130 House and Senate Congressional meetings – on both sides of the aisle. M.E.B.A. and AMC officials and staffers were spread out among the Sail-In groups.

Maritime Congressional Sail-Ins help solidify support with lawmakers and remind Congress about the importance of our industry to the economy and national security. M.E.B.A. officials participating included Secretary-Treasurer Roland Rexha, Atlantic Coast V.P. Jason Callahan, Tampa Branch Agent Nicole Greenway, Boston Rep. Brian Flynn, as well as several M.E.B.A. staffers including our Government Affairs Director Erick Siahaan. The American Maritime Congress was represented by President Fair Kim and Government Affairs Manager Caitlyn Tierney.

Some of the issues discussed with lawmakers included the Presidential Executive Order on Shipbuilding, the SHIPS Act, moving the PL-480 Food Aid program to USDA, and support for the USMMA, as well as other M.E.B.A.-led initiatives including shipper tax incentives and exempting mariners from federal income-tax.

As always, you are urged to write a letter or to email your Senators and Representatives to ask them to do the right thing for our industry.

### **Historic CBJ Agreement**

M.E.B.A. members employed by the City and Borough of Juneau (CBJ) enthusiastically ratified a newly negotiated three-year agreement that netted them their most lucrative contract in history. The approximately 240 M.E.B.A.

members in the CBJ toil on a wide range of jobs around the city including at airports, parks, docks and harbors, and in engineering and building maintenance, among other areas.

M.E.B.A. Executive Vice President Max Alper oversees the contract and put together a winning team. Washington State Ferry Representative Eric Winge served as our chief spokesperson for the talks that began in March and stretched through mid-May. The bargaining team was organized in February, member priorities were engaged and proposals were drafted that kept talks productive and led to an historic contract that was ratified by the membership by a large margin and was passed by the Juneau Assembly. The rank-and-file negotiating committee included Nicole Tragis, Aaron Dean, Kevin Mitchell, Jeremiah Cryts, Gernot Bucheli, Stephanie Ashley, and Brandon Ridle. Nathan Reddikop and Caleb Brown served as alternate negotiating committee members. The contract went into effect on July 1, 2025 and continues to June 30, 2028.

The agreement nets generous wage increases and lump sum payments, enhances tool allowances for applicable workers, creates additional incentives to attract workers, increases healthcare contributions, and adds a new holiday (Juneteenth) among many other items. Following the completion of the agreement, the Union signed up 51 new applicants at the CBJ.



**Faces around the Fleet**



*A nice crowd came out to the December holiday party in Houston that served as a christening for the new M.E.B.A. hall. Located at 6604 South Loop East, the new space has easy access and plenty of room for members. Stop on by!*



## Union Plus Benefits

# How do you want to save money today?



See more at  
[unionplus.org](https://unionplus.org)







# 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.”*

## JOHN ROBERT ANDERSON JR.

John Anderson set sail for uncharted waters on February 14, 2024 at the age of 61. Affectionately known as “Bub,” he grew up in South Portland, Maine eventually graduating from Maine Maritime Academy in Castine, following in the footsteps of his beloved cousin Mark Hellen. John would go on to spend the next 25 + years moving up from Third Engineer (Crest Oil Tankers), to Second Engineer (Kingston, Jamaica, Barahona, Dominican Republic Independent Power Consultant) to First Engineer (Keystone Shipping Company) and quickly to Chief Engineer for Alaska Tanker Company. As most mariners will tell you, a career of 75 days on duty and 75 days off takes its own toll as it requires a faithful commitment. However, there was something about the open seas that lured and captivated Bub. Sailing gifted him with clarity and knowledge that his main value in life was family. He retired from the sea effective April 2000. When he began his own family after marrying Jamie, Bub’s life revolved around his boys: Johnny (III), Ben, and Jack. They were his dream, realized. Every person who had the good fortune to know Bub, was drawn in by his “putting others first,” his “jolly laugh,” and “even

bigger smile.” Just seeing cousins, an old friend or family was a reason to put out a spread, raise a glass of scotch or a beer, and delight in a gathering. Bub did the most ordinary of things extraordinarily well. Bub is survived by his wife of 19 years, Jamie; and sons John Robert Anderson, III and Jack Anderson. His surviving siblings include Heidi Kasle, Candace Anderson-Ek; Holly Richio, and brother-in-law William Fyler of Porter, Maine. He is also survived by 7 nieces and nephews, 1 grand-nephew and 2 grand nieces, many cousins, and a lifetime of friends who are more like family.

## DANIEL ARMISTEAD

Daniel Armistead answered the final call on November 7, 2024 at the age of 74. He had a commendable career at sea, working hard and displaying his gifted engineering skills. He was a good shipmate and kept his nose to the grindstone on a distinguished and productive career that wound down in 2015 with his retirement. He is survived by many family and friends.

## RUSSELL BEARDSLEY

Russell Beardsley crossed over on February 19, 2024 at the age of 83. He shipped out for years, sailing for a variety of contracted companies on

vessels transiting the world’s shipping lanes. He accrued almost 23 years of pension credit during a solid career keeping engine rooms humming. He retired in 1999 and settled down in Grass Valley, CA. Russell is survived by many family and friends.

## ROBERT JAMES BOEHM



Robert Boehm reached his final shore on June 6, 2024 at the age of 97. He was a native of Cleveland, OH and resident of Rogers, AZ.

Robert proudly served his country in the U.S. Army, Navy, Coast Guard and Merchant Marine. He was also a member of American Legion (Post 100). Robert enjoyed mechanics, Jeeps, boxing, boats and auctions for miscellaneous items and tools. Robert is survived by his loving wife of 46 years, Esperanza Amanda Boehm; and his sister, Margie Farmer. The family would like to give a special thanks to God for all His grace.

## DONALD BOYCE

Donald Boyce sailed into the sweet hereafter on April 9, 2024 at the age of 82. He had a short stint with the M.E.B.A., another stop in a colorful life – much of which was spent in South

*continued*



Carolina. His last M.E.B.A. job was with GFC Crane as a Port Engineer before his 2006 retirement. He is missed by many family and friends.

### CARLOS R. BREWSTER

Carlos Brewster eased into the firmament on February 21, 2024 at the age of 73. He was a great Union brother for decades and plied the waves showcasing his skills traversing sea lanes around the world. He is survived by many loving family and friends.

### KEITH ALAN BRUTON



Keith Bruton found his harbor in the great beyond on December 16, 2024 at the age of 68. Born in Frankfurt,

Germany, he graduated from Calhoon M.E.B.A. Engineering School in Baltimore, MD eventually earning his Chief Engineer license and sailing around the world many times. After retiring from the sea, he was a Facility Maintenance contractor for Verizon Communications for 10 years. In 2017 he joined the City of Tampa as Facility Manager. He enjoyed being on the water, smoking meat, making libations, golfing and fixing things. He is survived by his wife of 6 years Beth Boylan, daughter Savannah Bruton, son Christopher Bruton, stepchildren Jason Boylan and Brooke Boylan, sisters Denise Wike, Alisa Nutt, Linda Rachal, as well as nieces and nephews Blake Wike, Tyler Wike, Kristen King, Carla Seaman, Shane and Sarah Nutt, and great nieces and nephews Hayden Seaman, Gracie King, and Finn Wike.

### JOSEPH DOMINIC CADDEN



Joe Cadden crossed the bar on February 27, 2025 at the age of 74. He was a great union brother whose love of the M.E.B.A.

ran in the family. His father Joseph spent years plying the waves and influenced both Joe and his brother Fran to continue bringing the Cadden expertise to shipping lane engine rooms around the world. He was a

talented Chief Engineer, a big promoter of the M.E.B.A. and all-around venerable presence loved by friends and shipmates. He and Fran spent their retirement years volunteering their time and expertise aboard the Liberty ship JOHN W. BROWN in Baltimore, MD keeping history alive by maintaining the WWII vessel in operational condition. Joe was a mentor to many young mariners showing the ropes to young engineers who always remained grateful to his veteran leadership and steady shipboard presence. Joe attended Union meetings and attended labor and industry events in promotion of the M.E.B.A. where his years of sailing experience proved an asset when networking with local and federal politicians helping them understand the challenges facing our industry. M.E.B.A. HQ Contracts Officer Mark S. Gallagher was one of the many mariners who benefited by the life of Joe Cadden. He noted, "Joe Cadden is deserving of a proper M.E.B.A. send-off as one of the good guys that was more than willing to give back to the union that gave him so much." Joe was the beloved husband of Maria Cadden for 29 years, devoted father of Michael Cadden and Heather Anne Hax, proud grandfather of Aidan Cadden, brother of Kass Burton, Mary Jo Serinis, Charlotte Cadden, and Maureen Turner.

### THOMAS CAREY

Tom Carey slipped his moorings on May 14, 2024 at the age of 80. He had an impressive career with the M.E.B.A. collecting over 20 years of pension credit with the Union for his all-too short retirement that began in 2022. He was a Port Engineer for many years working on various ferries in the Alaska Marine Highway System. Tom is survived by many loving family and friends.

### DANIEL LEE CATINO

Daniel Catino steered toward the horizon on October 30, 2024 at the age of 61. Dan enjoyed soccer, crew, going to Rush music concerts and working at both Niantic Bait

and Tackle and the famous Theo's game arcade. He graduated from Massachusetts Maritime Academy and sailed out with the M.E.B.A. around the world importing and exporting cars, and carrying oil and food as a ship's Third Mate. Dan also served as a Lieutenant in the US Naval Reserve. When he wasn't out to sea, he enjoyed living on Martha's Vineyard near his parents and having his cousins visit in the summer. Dan became a staple of the Martha's Vineyard community. From being a bouncer at The Ritz to stocking soda machines at Giordano's, he became the unofficial Mayor of Oak Bluffs. His shouted "hello's" at the corner of Kennebec and Lake will forever be missed by his MV friends. He had a passion for animals including his horse "Chewy" and dogs Vern, Chichi and Conan. He also enjoyed fishing and riding his Harley. Left to cherish Daniel's memory are his mom and dad, Leo and Janet Catino of Edgartown; his brother David and sister-in-law Linda Catino, and their son Colby; an aunt, Joanne Pollio, and many cousins and friends.

### ROBERT CONNORS

Robert Connors crossed the eternal meridian on May 18, 2024 at the age of 91. He strung together a lot of productive years at sea, turning wrenches and keeping his engine rooms running smoothly. He was a resident of West Palm Beach, FL and is survived by many family and friends.

### RUPERT COOMBS

The keys went silent for Rupert Coombs on March 11, 2024 at the age of 66. He began his professional career after high school as a computer technician eventually becoming a seagoing radio officer shipping out around the world. Rupert is survived by children Crystal Coombs, Malenia Coombs, Brandon Coombs and Justin Coombs; lifelong companion Vicki Harris Maull and many grandchildren.

### THOMAS CORCORAN

Tom Corcoran set adrift into eternity on July 5, 2024 at the age of 77. He



was a graduate of both Northeastern University and the Calhoun M.E.B.A. Engineering School. He was well read, a solid engineer and great shipmate as he traveled around the world many times delivering the goods. He is survived by many family and friends.

#### ALAN COX

Alan Cox pushed off toward his final frontier on December 6, 2024 at the age of 85. Alan put in many great years with the M.E.B.A. shipping out on a variety of vessels in furtherance of the our country's economy and national security. He earned over 20 years of pension credit that served him well in his retirement from the sea that began in 1996. He was a resident of Ashland, OR and is survived by many family and friends.

#### PAUL BYRON DAVIS



Paul Davis began sailing smooth waters on April 28, 2022 at the age of 91. At 16, he enrolled in the U.S. Maritime Service

Training Station in St Petersburg, Florida and, upon completion, took his first assignment on the SS HAITI VICTORY in August 1947 in New Orleans as a Fireman Water-tender. He was employed by many companies including Army Corps of Engineers, Sun Ship, United Fruit Co., Waterman Steamship, and Delta Lines. Paul got 3<sup>rd</sup> A/E license in June 1952 and joined up with M.E.B.A. in August 1953. In 1954 Paul was drafted into the US Army for service in Korea. He served for two years in Inchon as a harbor patrol MP with the 8224<sup>th</sup> Military Police Detachment. After the war he returned to shipping and sailed on several vessels of United Fruit Company's Great White Fleet. In 1963 he began shipping with M.E.B.A. again on several Delta Lines vessels. In December 1973 he was awarded the US Merchant Marine Vietnam Service Bar and Medal after serving on vessels involved in the war supply effort, including the SS ROSE CITY, SS LONG BEACH, and SS RAPHAEL

SEMMES. After a 39-year career in the US Merchant Marine, he took his well-deserved M.E.B.A. retirement in 1985 after sailing as Chief Engineer on the SS SEA-LAND PRODUCER. After retirement he served as a Parker City, Florida, commissioner in 1986 and '87. Throughout the '90s he was a very active volunteer, racking up 1000s of hours with the Friends of St. Andrews State Park serving in several board positions including president, and working on funding and building for many of the park's projects and activities. In the early 2000s he was an active volunteer with the Bay County Florida Master Gardeners and received his Master Gardeners certificate in 2005.

Paul was a husband, father, grandfather, and great-grandfather. He was preceded in death by his wife of 55 years, Mary Smith Davis. Paul is survived by his wife of 9 years, Iris Fox Davis; his sons, David P. Davis, and John W. Davis, both M.E.B.A. retired engineers.

#### TIMOTHY J. DAYTON



Tim Dayton journeyed to uncharted waters on November 11, 2023 at the age of 69. He started out in Port Clinton, Ohio where he grew up on a retail fruit farm where he experienced many heartwarming memories he always treasured. He graduated from Danbury High School in 1972 and the United States Merchant Marine Academy in 1976. Tim suited up with the M.E.B.A. then married Regina Laudi in 1978. He sailed as a Deck Officer on the Great Lakes initially hired by Ford Motor Company as a Third Mate and completing his sailing career at Interlake Steamship Company as Master. He was also an instructor on the T/S STATE OF MICHIGAN where his unchallenged and untarnished reputation enabled him to mentor future ship officers. He proudly served as an Officer in the U.S. Naval Reserve retiring as a Captain. His many awards highlight

a legacy that is an inspiring tribute to a life well-lived. Tim was a spiritual person who enjoyed participating in church activities at San Marco Catholic Church in Marco Island, Florida.

#### DANIEL BERNARD DEMERSE



Dan Demerse reached the farthest horizon on December 29, 2024 at the age of 75. Dan grew up on Sugar Island, Michigan, and attended

Sault Area High School. He joined the U.S. Army and was stationed in Germany. After that, Dan returned to Sault Ste. Marie and worked for a few years as a roofer. He then began his career on Great Lakes freighters for 39 years, contributing immensely to the entire fleet as an Ordinary Seaman, Conveyor Man, Oiler, and ultimately Chief Engineer. He relished the opportunity to work on the boats in the fleet; however, his favorite boat was always the CHARLES M. BEEGHLY (later renamed the M/V HON. JAMES OBERSTAR). He retired on April 1, 2015. Even in retirement, Dan was the consummate worker, tinkering in his garage, his property on the Peshekee Grade, and of course anywhere someone needed a hand.

He was a member of the Wilderness Pentecostal Tabernacle Church of God in Detour, Michigan.

Dan enjoyed being outdoors in his favorite place at camp on the Peshekee Grade that he constructed by hand with his wife Robin and later finished with Janet. He was an avid hunter and outdoorsman. Dan is survived by his wife Janet; son Shawn; stepchildren Crystal Zalewski and Jodi Vredenburg, granddaughter Mykala; sisters Juanita "Punky" Hill, Nancy Ellison and Jane Boyer; a niece; and many nephews.

#### JOSEPH R. ECOCK



Joseph Ecock, berthed at his final destination on April 3, 2024 at the age of 68. He leaves behind a legacy

*continued*



of love and devotion, having been the devoted husband of Margaret for nearly 37 years. Together, Joe and Peggy built a life filled with love, laughter, and countless cherished memories. A dedicated father, Joseph was the guiding light in the lives of his children: Joseph, Matthew, and Meaghan. He instilled in them values of kindness, perseverance, and the importance of family bonds. Joseph was a treasured brother to Tommy, Terry, Margaret, Timmy, Monica, Kevin, and the late Moire. In addition to his immediate family, Joseph leaves behind a large and loving extended family. He was the brother-in-law of Mike, Jimmy, Cathy, Kevin, Ellen, and Patty. Joseph had nine nieces, nine nephews, seven great-nephews, and four great-nieces. He was immensely proud of his 20-year career as a Captain for the Staten Island Ferry, where he was affectionately known as "Captain Joe." His passion for the water ran deep, having grown up around boats his entire life. Fishing brought him immense joy and tranquility, and his love for the sea was evident to all who knew him. A loyal fan of the Mets and Giants, Joseph enjoyed cheering on his favorite teams and sharing in the camaraderie of sports with family and friends. He was also an active member of the Knights of Columbus Nostrand Avenue Council, where he found fellowship and community. Joseph's passing leaves a void in the hearts of all who knew him, but his memory will continue to live on through the countless lives he touched. His kindness, generosity, and unwavering spirit will be forever cherished and remembered.

### JOSEPH EDWARDS

Joe Edwards made his final crossing on October 25, 2024 at the age of 83. He put together a long career sailing for the M.E.B.A. blue and gold for various contracted companies in both peace and war. Joe was a good engineer, shipmate, and union advocate. He is survived by many family and friends.

### BRUCE ESTABROOKS



Bruce Estabrooks sailed into the sunset on April 3, 2024 at the age of 75. While growing up in Jefferson, NH, he formed a strong love for nature in the streams and mountains and developed his lifelong love of fishing. His family later moved to Newton, MA where he graduated high school in 1967 then attended Massachusetts Maritime Academy, graduating in 1971 with a bachelor's degree in Marine Engineering. He sailed on tugs and just about every type of cargo vessel afloat: around the globe, through the Suez, Panama and Erie Canals and almost every major port in the United States. He was a Lieutenant in the US Navy Reserve and sailed as a ship's officer during the second Gulf War. His youngest son Adam followed in his footsteps: graduating Mass Maritime Academy in 2007, he currently sails as an engineer on tankers. In 1973, Bruce and his wife Jane bought an 1860s antique cape in Hanover, MA in which he took great pride in restoring and lived in for the rest of his life. It was a home filled with love and joy for his children and grandchildren. He could repair just about anything on the large ships that he worked, and any part of a home, vehicle, piece of furniture or whatever needed mending not only for himself but also for neighbors, family members and strangers in need. In his youth Bruce had a love of motorcycles that he shared with his friends and passed on to both his sons. He loved the North River which he could access from his home and took his family on many adventures along its banks. He enjoyed fishing, gardening, yardwork, bowling, boating, cycling, golf, hunting, maple sugaring, apple cider pressing, and finding new life for old junk with his Yankee ingenuity. Despite the challenge of being at sea for half his life he made time for countless adventures with his children and grandchildren. His energy had no bounds. How so much patience, love and caring came

from one man, we will never know. Bruce was a volunteer fireman for the town of Hanover and in recent years he volunteered at the Hanover Food Pantry. Bruce was passionate in helping people in recovery and was a grateful friend of Bill W. He had many friends and fans in recovery that will miss him deeply. Many felt the love Bruce had for his family and friends, but mental illness eventually took away the joy and happiness in his life. Despite treatment and counseling Bruce was left with only pain and suffering. On March 31, 2024 he could suffer no more. As a final act of generosity, Bruce's family was able to honor his choice to be an organ donor to hopefully help someone in need. Bruce is survived by his wife Jane Estabrooks; his children, Sonja Sheasley, Emily Gatewood, Caleb Estabrooks and Adam Estabrooks; his grandchildren, Kelland Sheasley, Noah Sheasley, Guthrie Gatewood, Adeline Gatewood, Malcolm Bruce Estabrooks-Johansen and Claire Estabrooks-Johansen.

### DANIEL NEIL FLEMING, JR.



Daniel Fleming sailed into safe harbor on December 10, 2024 at the age of 82. Born in Boston, MA, Neil continued his education at Maine Maritime, where he honed his skills and passion for engineering. He dedicated his service to the nation as a member of the Navy Reserve, achieving the rank of Lieutenant through his commitment and dedication. As a Chief Engineer, his career with the Union was marked by excellence and expertise, leaving a lasting impact on all who had the privilege of working with him. Beyond his professional achievements, he was a cherished member of the Cottage Park Yacht Club, where he shared his love for the sea with friends and family. He'll be remembered for his unwavering dedication, his remarkable achievements, and the warmth and kindness he extended to all who knew him. He leaves behind a legacy of



honor, hard work, and a genuine love for the sea and sailing that will continue to inspire those he touched. He was the dear brother of Eleanor Nugent and Marjorie Donohoe. He is also survived by several loving nieces, nephews and family friend Sheryl Coughlin.

### RAYMOND FOGLE

Ray Fogle made sail for the great unknown on August 25, 2024 at the age of 80. He was an active union brother that attended meetings and sailed on a variety of vessels during a long and distinguished career at sea. He last shipped out with Luxmar Tanker and took his retirement effective 2009. He was a resident of Henderson, Nevada and is survived by many family and friends.

### SCOTT ALEXANDER FRASER



Scott Fraser reached his final waypoint on January 14, 2025 at the age of 68. Scott's life was shaped by his love for the outdoors,

an adventurous spirit, and a deep dedication to his family and friends. He grew up in Maynard, MA and helped run his family's ice cream business, Erikson's Dairy. He attended Hebron Academy in Maine, where he excelled as a member of the swim and tennis teams. His education and swimming continued at the U.S. Merchant Marine Academy at Kings Point, where he earned his degree and launched a distinguished career as a seagoing engineer. After moving to Stow, Massachusetts, he started a family and built a life filled with many lasting memories that included walks at Delaney, family games in the front yard, and summer camping trips to Maine. For over 20 years, as a mariner, Scott traveled the world to many different countries, forming lasting relationships with colleagues and earning widespread respect for his expertise and dedication. His engineering talents also extended to his family's business, where he used his skills to contribute to its success. A true lover of nature, Scott embraced

outdoor adventures throughout his life. Whether hiking the trails of the White Mountains, boating on Maine's serene lakes, or enjoying the coastal beauty of Florida, Scott found joy and peace in the natural world. His passions included hiking, swimming, skiing, camping, and fishing, and he delighted in sharing these activities with loved ones. Upon retirement, Scott moved to Florida, where he enjoyed the warm days outside growing tomato plants, taking his dog on walks, and visiting the shores to see the manatees. Scott, along with his former wife, Linda had four children together who they adored. He was a proud father to Laura Hilliger, Erik Fraser, Caroline Fraser, and Alex Fraser, and a loving grandfather to his grandson, Ryder. He is also survived by his brothers, Thomas Fraser and Robert Fraser, and their families. Scott's warmth, generosity, and adventurous spirit left a lasting impact on all who knew him.

### JOHN FULCHER

John Fulcher stood his final watch on July 4, 2024 at the age of 76. John worked out of the Pacific Northwest and accrued over 20 years of pension credit sailing on various vessels including the MV COHO for Black Ball Transport. He retired in 2006. A resident of Shelton, WA, he is survived by many family and friends.

### LOUIS ROBERT GLATTHORN



Bob Glatthorn journeyed to the great beyond on January 3, 2025 at the age of 90. He was a good marine engineer who racked up over 20 years of pension credit during a solid and steady career with the Union. After his retirement, he started driving for Uber. Bob was a member of the Riverside Yacht Club. He enjoyed playing golf, deep sea fishing and RV'ing with his wife. Left to cherish his memories are his wife Sharon, grandsons Jay and Tyler Glatthorn, great granddaughter Jennifer Glatthorn and daughter-in-law Kelly Glatthorn.

### STEPHEN GRAY

Stephen Gray reached the end of the line on November 3, 2024 at the age of 97. He strung together some great years at sea sailing through peace and war in support of the nation's economy and national security. He took his retirement in 1988 and is survived by many family and friends.

### RICHARD GREENE

Richard Greene sailed into glory on June 18, 2024 at the age of 90. He was a solid, no-nonsense engineer appreciated by his shipmates for his dedication and hard work while maintaining an even-keel demeanor and sharp wit. He retired in 1993 and is survived by many family and friends.

### HUGH B. HARVEY



Hugh Harvey sailed off toward his final port call on August 18, 2024 at the age of 74.

Born in Fort Dodge, Iowa, Hugh's teenage years were spent in Walnut Creek, CA where he was a long distance runner at Las Lomas High School. He then gravitated to Diablo Valley College and the California Maritime Academy in Vallejo, CA., earning a Bachelor of Science degree in Marine Engineering. For over 32 years, Hugh sailed for various shipping companies on a variety of vessels all around the world. He met the love of his life, Rosita, at the condominium swimming pool in 1988 and married her the following year. They shared interests in nature, car travel, photography, and, most importantly, birds. Together they took long trips throughout the U.S. as well as parts of Canada, looking for anything new, as well as visiting historical places. Hugh will always be remembered for his passion for life, birds, travel, women's soccer, sports in general, trains, nature, and anything new, which carried on throughout his entire life. This passion is reflected in the hundreds of postcards, stamps, and books he read and collected. Hugh's love for nature outweighed most

*continued*



of his other interests when he discovered birdwatching, a passion he got from his mom as a young boy in Cincinnati. He joined the Mt. Diablo Audubon Society (now Mt. Diablo Bird Alliance) and participated in numerous MDAS field trips (when he wasn't shipping) to learn as much as he could about birds. He spread his passion for birds to his wife, to whom birding became natural since these trips would take her to environments similar to her birthplace in Chile. Together, they led field trips to countless places in the Bay Area, state, and other countries, and took numerous camping trips looking for birds and learning about flowers, cultural history and rock formations. Hugh was a natural storyteller with a great sense of humor. He enjoyed sharing his sea stories and travels, often ending with the sentence, "It's nothing but water out there." Hugh had a passion for train photography as well; he would develop his own photographs and often showed his train work in contests, winning top awards several times. Most of all, Hugh loved birds; he developed an encyclopedia-like knowledge about birds and their habitat in the Bay Area, and he was always available to assist new birders understand the magical and sensitive nature of these feathery animals. Hugh is survived by his siblings, Steve, Beth, and Phyllis, and his nephew Steven, plus many in-laws and nieces and nephews in Chile. He is also survived by his wife of thirty-five years, Rosita Ortega Harvey.

### **WILLIAM E. HASKILL**

Bill Haskill dropped anchor for the final time on March 15, 2024 at the age of 88. He put in a decade of solid work and put his pension to good use upon his 2000 retirement from the seafaring life. Bill was a resident of Wauna, WA and is survived by many family and friends.

### **NOEL CARL OTTO HELLINGER**



Noel Hellinger crossed the bar on July 18, 2024 at the age of 95. Born in New York City, he graduated from the St. Petersburg, Florida

U.S. Maritime Service Training Station then served in World War II as a teenager, then later in the Korean War. He was stationed on the island of Samar, Philippines, North China, Inchon and Pusan in Korea. While in the Philippines, he was captured by the Hukbalahap guerillas on the Island of Samar and later released by the U.S. Marines. In 1953, Noel married Elizabeth Helen Neu and they were married over 70 years. He was a resident of Scotch Plains, NJ for 35 years before moving full time to Barnard, VT in 1995. Between 1969 and 1980, he proudly built his home on 100 acres in Barnard with the help of his wife and four daughters. In the 1950s, Noel was recruited by W.R. Grace to work for their Marine Operations in Latin America where he spent 8 years traveling to Colombia, Venezuela, Peru, Ecuador, Chile and the Caribbean. He was licensed as a Marine Chief Engineering Officer, Unlimited Horsepower and worked on Liberty, C2, C3, C4 and Mariner class vessels. With the sale of the W.R. Grace Marine Division in 1970, he was employed by their new owners, Prudential Grace Lines, Inc. Their fleet grew to 31 vessels, covering Southern Europe, Northern Africa, North and South America. Appointed Senior Engineer in 1974, Noel was involved with the delivery and start up activities of the new technology type vessels. Although his office was located at what used to be One World Trade Center in New York City, his travels took him throughout Europe and North Africa. In 1978, he was appointed Marine Superintendent where he was in charge of all engineering personnel, dry-docking, classifications, inspection, maintenance, repair and modification of all vessels. In 1985, he retired. Over the course of his life Noel traveled to six continents, a total of 61 countries, each having their own story. When he wasn't traveling, he enjoyed fishing, hunting, snowmobiling, telling sea stories, sharing his life experiences, baking bread, making stollen at Christmas, cooking and spending time with his family and dogs. He was a member of the American Legion, Post #66 Bethel, VT. Noel is survived by his wife Elizabeth, daughters Laura Hellinger, Carol Grove, Leona Mantie and Lisa Baldwin, grandchildren

Christina, Kimberly and Bryan; and 4 great-grandchildren Nathan, Katelyn, Claire and William. He was very proud of his family.

### **ANTHONY JACKOVICH**



Tony Jackovich crossed the final bar on December 7, 2024 at the age of 101 in Chiang Mai Thailand. He was born on a farm

in Iowa near a coal mine where Tony experienced brutal winters and his family was torn apart by hard times. Tony and his brother Joe were sent to the Minnesota State Public School for Dependent and Neglected Children in Owatonna. The experience taught him one thing: how to survive. He was encouraged by his teachers to pursue his dream of becoming a painter. At Owatonna, he became a welterweight boxing champion and a skilled artist. His early art earned him a place at the prestigious school of The Art Institute of Chicago where many artists, including Georgia O'Keeffe, studied. With the breakout of WWII, his art lessons were cut short, and Tony joined the US Navy where he served honorably in the South Pacific. Back in Chicago after the war, he lived with his sister, drove a cab, tended bar on Rush Street, and then ran his own jazz club where Charlie Parker often played, all to help pay for lessons at the Art Institute. With the new GI Bill, Tony went to Paris to study more traditional methods of French impressionist painting. First at the Ecole Supérieur Nationale de Beaux Arts, and then at the Académie Julian and the Académie de la Grande Chaumière. While in Paris, he formed life-long friendships with other American expat painters, writers, musicians, and actors. Tony also started acting in France, sometimes using the name Tony Jarvis. He landed parts in French films, often as the tough guy. On his way as an American actor in France, he appeared in films with Kirk Douglas and in the 1953 French film noir, *Poison Ivy* (La Môme verte de Gris) with Eddie Constantine. His big break was a part in the film, *Beat the Devil*,



being shot in Italy by John Huston and Humphrey Bogart. Missing his train connection in Rome, he finally arrived on the set but Bogart said it was too late. Due to their tight schedule, the scriptwriter, Truman Capote, had to cut Tony's part from the picture. "C'est la vie," said Tony. "I really didn't want to act. I wanted to paint."

Undaunted, he continued his art studies in Paris. With the sale of his art, Tony began saving money to return to the States, then signed on with the Merchant Marine to fully fund his trip home. The journey took him to Durban, South Africa where he met Sheala, the woman he claimed he had once seen in a dream. They were married and not long after moved to California. When their first child was born, they moved to London where Tony designed leather bags and shoes for fashion icon Mary Quant, known for inventing the mini-skirt, hot pants and waterproof mascara. They finally settled in New York City, home to many of Tony's friends and old friends from Paris. This included actor, painter and author Jack Kennedy, American actor Jess Hahn, Black actress Hilda Simms, sculptor and Greenwich Village legend Jack Giasullo, sculptors Kosta Alex and George Spaventa, French clown and American actor Billy Beck, the writer Bill Welborne, author and actress Patience "Patsy" Cleveland, comedian Larry Eisler, and actor artist Anthony Quinn among many others. Once a month they gathered in Sheala and Tony's apartment on the Lower East Side to talk about art, films and reminisce about the days in Paris. With a growing family to support, and when painting sales were slow, he supplemented his income as an engineer and mariner as a mariner. In the early 70's, now with their three children in tow, Tony drove the family up to Maine one summer where he wanted to paint the lighthouses that dot the coast. Passing through the small village of Round Pond, they saw a house that was once a hotel in the 1800s. They immediately fell in love with it. The door was open and the house was completely empty except for a box that

had photos and brochures of Durban, South Africa where his wife Sheala had grown up. Call it destiny... it was a sign and they bought the house in 1971. After spending several months renovating the house while preserving its old-world charm, Tony up and moved the family from New York City. He built a large art studio and this was now his family's home and base to always go back to while traveling. Not long after, Tony was invited to exhibit at the prestigious 147<sup>th</sup> Annual Exhibition of the National Academy of Design in New York. Today, his paintings hang in museums and in many well-known collections. He has exhibited in several important shows throughout America. Tony's painting style has been called a melding of realist and impressionist techniques. Subjects include portraits, nudes, landscapes, seascapes, and religious clergy. Tony's artwork was influenced by Rembrandt, Vermeer, Tiepolo and Boudin. He has also worked in bronze, hand forging small sculptures in his studio. Over the years, Tony continued to paint and travel abroad, spending winters in Thailand with his wife. He is survived by his wife Sheala, and three children, Gina Perry, Ivan Jackovich and Tonia Gracie as well as 4 grandchildren. A memoir of Tony's life is in the works by local Round Pond, Maine writer, Mark Jespersen.

### **KARL JASKOLKA**

Karl Jaskolka rode the eternal tide on December 8, 2024 at the age of 65. He had a colorful and productive career with the M.E.B.A., as did his brother Chris. A real Union brother and great engineer, Karl put in a lot of good years at sea and took his well-earned pension in 2015 when he retired. He was a resident of San Francisco and Las Vegas and is survived by many loving family and friends.

### **WILLIAM ELBERT KELLUM**

William Kellum sailed toward his final rest on December 21, 2024 at the age of 97. Bill served our country in the Pacific theater during WWII as a US Marine after completing

basic training in San Diego. He saw much action in the Pacific, notably from aboard the USS CALDWELL and participated in the landing and invasion of Tarawa. He served in both the 1<sup>st</sup> and 2<sup>nd</sup> divisions of the USMC in the 7<sup>th</sup> regiment, 3<sup>rd</sup> battalion. Bill also served in Korea in 1951, was wounded in Pusan, and received the Purple Heart. He convalesced in Japan and returned to Korea and served as an MP. After Korea, Bill was a US Embassy guard in Venezuela. Following his military career, he shipped out as a mariner and traveled widely throughout the Middle East, Far East, and East Africa. Before his death, he shared many, many stories of his extraordinary life with his nephew, David. He is survived by his nephews David Kellum, Ronald Kellum, and Joseph Kelly and niece Camie Kelly.

### **CHARLES LACOUR**

Charles Lacour crossed the great divide on December 7, 2024 at the age of 72. He was a good engineer and solid shipmate, a no-nonsense steady worker who was dedicated to his craft. He shipped out of the NY/NJ hall, was a good union man and attended membership meetings. He retired in 2017 with over 20 years of pension credit under his belt and is survived by many family and friends.

### **MARTIN LANE**



Martin Lane found his eternal berth on March 10, 2024 at the age of 77. Known for his steadfast work ethic and deep commitment to

his craft, Martin sailed on a variety of vessels across the globe many times. A resident of Winston, Oregon, he was a devoted husband to his wife and terrific dad to his four kids and is missed.

### **LAWRENCE W. LEE**



Larry Lee was promoted to glory on March 23, 2024 at the age of 79. After a long illness he passed

*continued*



away at home with his wife Carole by his side. He was a longtime resident of Daytona Beach Shores and formerly from Palatka, Florida. Larry graduated from St. Johns River Junior College, attended Florida State University and then was a Group 2A graduate of the Calhoun M.E.B.A. Engineering School. After graduating, he sailed on many different cargo ships, traveling around the world. He earned his Chief Engineer's License and served as Chief on the JEAN LYKES. Larry sailed for 33 years and retired in 2003. Following retirement, he and Carole enjoyed cruising among many other activities - the most memorable trip being a Panama Canal cruise from San Diego to Fort Lauderdale. He is survived by his wife Carole, sister Sherry Scoggins, several nephews and a niece.

### GREGORY LEO LOGUE



Greg Logue was released from earthly bonds in a car accident on October 30, 2024 at the age of 56. He was a proud mariner, a loving

husband, father, son, brother, and friend; and a lifelong Mainer. He grew up in Scarborough, near Pine Point Beach, where he spent countless days playing in the sand with his parents, brother, and friends. For the rest of his life, Pine Point would remain the place where Greg felt most at peace. Greg enrolled at Maine Maritime Academy, fulfilling his father's lifelong dream of becoming a merchant mariner. After taking a year off to go commercial fishing, he graduated in 1992. He then began a long career as a marine engineer and sailed all over the world, working with his union brothers on oil tankers, cargo ships, car carriers, bulkers, and research vessels. Greg will be remembered as smart and resourceful; a hard worker with a brilliant mechanical mind. From welding to plumbing to electrical to engine work, Greg did it all. He was dependable, strong, and capable. Greg was also warm, loyal, gregarious and funny: a "gentle giant" who was constantly chatting up store clerks and servers. Ultimately, Greg

was an excellent provider for his family who always ensured that his son had the best of everything and the opportunity to make any dream a reality. Greg loved many things: Ford F-150s - and holding onto them for way too long. The Patriots, Tom Brady, and yelling "touchdown!!!" on any given Sunday. Monopoly, chess, and cribbage (specifically, winning... even if it involved a little cheating). Hiking, four wheeling, snowmobiling, skiing, ice fishing, snorkeling, boating and camping. Trips to Grand Cayman Island and Discovery Cove. Fishing for bass, but only if he caught a bigger one than Angela. Above all, Greg loved his family, his friends, and the great state of Maine. He and Angela were trying to visit every Maine State Park: jumping in the car whenever they could, gawking at the fall foliage and posing in front of lighthouses like tourists. Throughout Greg's many travels and tribulations, his heart always stayed here, with us. And we'll forever see him in the waves, the trees, and the mountains that he called home. He is survived by his wife of 27 years, Angela; his son Ryan; mother Joan Montefesco; siblings Andrew Logue, Susan Logue, and Sarah Jane; in-laws Paula and Alan York; sister-in-law Amy Therrien; nieces and nephews Lonna, Nicole, Jennifer, Ellie, Francesca, Ava, Cole, and Aidan; best friend of 45 years John Bolling; and many friends and union brothers all over the country.

### FRED JOHN LOZEN



Fred Lozen crossed the eternal ocean on July 16, 2024 at the age of 69 at ECU Medical Center in Greenville, NC after

a lengthy illness. He served over thirty years as a mariner working his way up to Chief Engineer. On August 15, 2020, he married the love of his life, Anita Moran and later relocated to Windsor, NC to be near his daughter. Survivors include wife Anita, daughter Em Lozen, sister Carol Ann Cooke and three fur-babies: Zeva, Trouble and Mischief.

### JAMES "RALPH" MACGILLIVRAY



Ralph MacGillivray crossed into the infinite ocean on November 23, 2024 at the age of 79. Born in Quincy, Massachusetts, Ralph

joined the U.S. Navy out of high school with his lifelong best friend Philip McCabe. After serving his country, Ralph returned to Quincy, where he joined the Boston Plasterers & Cement Masons Union Local 534 and worked for several years in the building trades. At a pivotal point in his life, Ralph was afforded the opportunity to attend the Calhoun M.E.B.A. Engineering School which led to his successful career as a mariner. Ralph's curious and adventurous nature brought him professional success, a much-expanded world view, and a love of travel. He spent many years at sea, returning home from time to time, and always reconnected with friends and family, whose relationships were of the utmost importance to him. A generous and loving person, Ralph cared for his mother Marge for many years, including after his retirement to Hobe Sound, Florida. Ralph permanently relocated from Peterborough, New Hampshire, to Hobe Sound in 2003. In retirement, Ralph continued to travel the world, from Europe to South America and most recently, to Africa. He was a model train enthusiast, and enjoyed making improvements to his beautiful home, but he also cared deeply about social issues. A tragic accident took him from us too soon, but Ralph will always remain in our hearts. Ralph was the youngest of four siblings. He is survived by his sister Joan Joseph, brother Warren MacGillivray and sister Jean Sapp, as well as his devoted niece Jennie Greever, nephew Daren Dowsett and a host of other nieces, nephews, grand-nieces and nephews, great-grand nieces and nephews, and dear friends.

### GEORGE MALONN

George Malonn charted a course to the beyond on November 15, 2024 at the age of 83. George was known for his



warm heart, sharp sense of humor, and unwavering integrity and he was always eager to lend a helping hand to friends and neighbors. He was a great engineer and good shipmate who retired from the sea in 2005 and is survived and missed by many family and friends.

### **JEREMIAH THOMAS MCCARTHY**



Jerry McCarthy navigated heavenly waters on June 23, 2024 at the age of 65. Born in Taunton, MA,

Jerry graduated from Massachusetts Maritime Academy before embarking on a 20+ year career on the seas that brought him around the world. He retired as a Chief Engineer and moved to Thornton, NH in 2010. A skilled craftsman, Jerry built beautiful additions to his home and was always willing to help friends, family and strangers with his unique talents. Smart as a whip, he would engage on any subject. Jerry sure did march to the beat of his own drum and is gone far too soon. Jerry leaves behind his loving wife of 39 years Jo Ann McCarthy, sons Donovan and Luke daughter Bridget McCarthy, and grandchildren Jackson, Preston, Liam and Juniper who brought him endless joy. Jerry is also survived by his brothers Dennis and Kyle; sister Meghan Whalen; mother Denise, and numerous beloved grandchildren, nieces, nephews and brothers-in laws. In lieu of flowers, perform an act of kindness in Jerry's honor - as he was always willing to give the shirt off his back.

### **LEON GIP MCCRANIE**



Leon McCranie set sail on his final voyage on May 14, 2024 at the age of 73. In 1965, Leon and his family moved to Daytona

Beach, FL and served in the U.S. Army in the Airborne division from 1970 to 1972. In 1970 Leon met and dated Karen Bauchiero. They married on February 3, 1973. In 1973 Leon and Karen moved to Baltimore MD.

where Leon attended the Calhoon M.E.B.A. Engineering School before launching his seagoing career after his 1976 graduation. Leon quickly worked his way up to become a Chief Engineer and worked on commercial ships for 25 years. He then worked as a Marine Consultant and Coating Inspector for several years. He was also worked in construction as a Residential Contractor. Family meant everything to Leon. He so enjoyed spoiling his girls and grandchildren. If anyone needed a helping hand, Leon was always there. Leon was always a very positive person. He met every goal he ever set. He would never take no for an answer. If one door shut, he would always open another. Leon also enjoyed golf, playing cards, trips to Las Vegas, traveling and cruising with family and friends. Leon is survived by his wife Karen McCranie, daughter Camille Young, son-in-law Roger Young, daughter Renee Cobb, son-in-law Brian Cobb, grandson Dean Cobb, granddaughter Bella Cobb, sisters Mary Green, Susan Cravan, Thelma Bronson, and Pat Schubert, brothers Phillip Day, Wayne Penninger, and Paul Penninger, sister-in-law June Beer, and niece Allison Godwin.

### **JAMES ANTHONY MCDERMOTT**



James McDermott reached his home port on August 4, 2024 at the age of 95, at his home in Lake Charles, LA. Born in New York

City, NY, Jim left high school at 16 and, with his father's signature, entered the US Navy. He served in WWII, helped rescue those fleeing the Chinese Revolution, and was called up for Korea. After being released from the Navy, he worked several engineering jobs in aeronautics and maritime, one of which was a shipbuilding company that sent ships (the LAKE CHARLES & the LOUISIANA) to the LNG Terminal in Lake Charles, LA. Jim will be remembered for his genius mind, giving nature, kind character, loving heart, and wonderful sense of humor.

He was a charter member of Preparing the Way Church in Lake Charles, loved Jesus with all his heart, and loved his Monday night Bible study group. He is survived by his daughter Karen Bradshaw, son Michael McDermott and daughter Laura MacGuire; stepson W. Ray Bell; stepdaughters Lauri Bell Sanders and Rhonda Bell Simms; 19 grandchildren, 25 great-grandchildren and another one on the way; and two great-great-grandchildren.

### **ROBERT GEORGE MCGUIRE**



Rob McGuire sailed into the sunset on February 13, 2025 at the age of 55.

He graduated from Maine Maritime

in 1992 with a Bachelor's degree in Marine Engineering. Soon after, he embarked on a solid, impressive 25+ year career with the M.E.B.A., rising to Chief Engineer and sailing on various container ships around the world. His travels took him to places most can only imagine and the stories of his adventures were eagerly anticipated upon his return. He could spin many a good tale, with wit and humor, about different countries and situations he found himself in and the people he'd met; and likewise, his shipmates looked forward to his stories of family, friends and, by now, the infamous island of Deer Isle. When he was home, Rob quietly enjoyed spending time with his family, friends and especially brother Scott, either on a snowmobile, ice-fishing or around the cribbage board. Rob was known for his unwavering determination to fix things – anything - from a cracked foundation to a dishwasher. If he couldn't fix it, no one could. He was a thinker, problem solver, builder of tree houses, chicken coops and gazebos. He was an electrician, plumber, drywall hanger, painter, stone mason, mechanic and cabinet maker. He could do anything. Rob was a dedicated, hardworking husband and father who always put the needs of others before his own. He was a shining light to his

*continued*



family and friends, and his passing will be mourned by so many who had the privilege of knowing and loving him. His life may not have been long, but it was tremendously full. Rob is survived by his wife Cathy McGuire, daughters Isabella McGuire and Caitlyn Morey and son, Dillan Morey. His aunt (and mother in his heart) Florence (Scamp) Trundy. Siblings, Thomas McGuire, (Kim), Scott McGuire, Sandy Eaton (Terry), Ronald Trundy (Julia) and Kelly McDonald. Step-brother Robert Hutchinson (Vicky). Step-brother in-law, Lorrard Pritchard. Uncles Alan Trundy (Shirly), Jim Ahern (Pat), and Robert McGuire. Aunts, Fran Lufkin and Lori Jordan. Father in-law, Bruce Jones; and many nieces, nephews and cousins.

### ROY MCMICHAEL

Roy McMichael is at peace on the eternal ocean as of May 24 at the age of 80. His family was the anchor of his life, and he found immense joy in sharing stories of his seafaring adventures, teaching valuable life lessons, and creating lasting memories during family gatherings. A resident of Whiting, NJ, he is survived by a daughter and many family and friends.

### PATRICK MILLER

Patrick Miller departed this life on April 11, 2024 at the age of 77. Patrick's expertise, leadership, and unwavering commitment to his work were hallmarks of his distinguished career aboard numerous seagoing vessels. He discovered his passion for the ocean at an early age. His fascination with maritime engineering led him to a fulfilling career where he skillfully managed and maintained the heart of countless ships, ensuring their safe passage across the globe. His colleagues remember him as a pillar of knowledge and reliability, always ready to mentor the next generation of engineers. He was a resident of Windsor Locks, Connecticut and is survived by many family and friends.

### JOHN CARL MINUTILLO



John Minutillo dropped anchor for the last time on September 2, 2024 at the age of 67. He was born in St. Albans, Queens, NY and served honorably in the U.S. Coast Guard for six years. John acquired his Merchant Mariner's Document and was employed as a Marine Engineer on the Staten Island Ferry, for 25 years. He then shipped out on merchant vessels for several more years. John was a motorcycle enthusiast and was involved in related social and community activities. He was a hardcore biker with a big magnetic personality with a rough exterior but a huge heart. He helped and assisted special needs people with respect and dignity and made sure they would have as much fun as he did being with them. His sister Delia who had Down syndrome was his heart and he was the apple of her eye and they will meet again. He is survived by his brothers Henry and Michael Minutillo, sister-in-law Kelly. Nieces and nephews, Anthony, Briana, Kristina, Michael and grandnephews, River James and Aiden Michael. John Boy as Delia called him, was one of a kind. He was a shaker and mover with a lot of energy and a force to be reckoned with. He was truly loved by his family and friends and he will be sorely missed. Look out Heaven here comes Johnny move aside and let the man come through.

### NIKOLAOS MONIODIS

Niko Moniodis shoved off toward his eternal reward on April 2, 2024 at the age of 75. He found immense joy in sharing tales of his seafaring adventures, imparting wisdom and creating cherished memories during gatherings with family and friends. He was known for his kind spirit, quick wit, and steadfast integrity. Niko was a resident of Reno, Nevada and retired in 2002. He is survived by many family and friends.

### BRUCE MONROE

Bruce Monroe was loosed from his moorings on April 27, 2024 at the age of 93. He discovered his passion for the sea early in life. This led him to a distinguished career in a seagoing engineer where he became known for his technical expertise, leadership, and steadfast commitment to ensuring the safety and efficiency of every voyage he undertook. His colleagues admired his problem-solving skills and his mentorship to the younger generation. He is survived by many family and friends.

### CHRISTOPHER EDWARD NEENAN

Chris Neenan found his safe haven on August 20, 2024 at the age of 56. Born in Boston, MA, he graduated from Massachusetts Maritime Academy in the class of 1995. Fair winds and following seas, Chris. Your memory will forever sail in the hearts of those who knew and loved you. Members of his family include his son Christopher J. Barrett; brothers and sisters, Leo F. Neenan III; Catherine Neenan; Daniel Neenan; Robert Neenan and Janice Neenan-Davis. He is also survived by many nieces and nephews.

### GARY ALFRED NESS

Gary Ness made sail for the Undiscovered Country on April 16, 2024 at the age of 83. His legacy lives on through the countless lives he touched both on and off the water. He worked tirelessly to ensure the reliability and safety of the vessels under his care. His unparalleled knowledge, innovative problem-solving, and dedication earned him the respect and admiration of his peers until his 2011 retirement. He was a resident of Lynwood, WA and is survived by many family and friends.



## DAVID A. NEWELL



Dave Newell is at anchor in the great beyond as of April 3, 2024 at the age of 55. An active member,

Dave was a Navy man who joined the Union and worked his way up to Chief Engineer. He was an avid outdoorsman and enjoyed golf, fishing, camping, gun shooting, and grilling. He had a great sense of humor and always had a smirk on his face. He found the most joy with his family and with his dogs. In addition to his mother Judith, Dave is remembered by his loving wife of 23 years, Elaine Newell; children Michael Kobe, Christopher Newell and Jessica Gilbert; grandchildren Hayden, Brennen, Emersen, Addilen, Lewis, and Parker; siblings Sue Whitmer and Shelley Newell; mother-in-law Sharon Palmer; sister-in-law Kim Palmer-Sass; uncle and friends.

## LAWRENCE TALBOT O'LOANE



Larry O'Loane sailed into the next life in late August 2024 at the age of 70. Born in Exeter, NH, Larry spent his youth in Rochester,

NY. He headed to Alaska in 1974, working on the North Slope and the Beaufort Sea doing seismic readings for oil exploration. He attended Oregon Tech, getting his degree in Diesel Engineering. Larry later graduated from the Calhoon M.E.B.A. Engineering School, then located in Baltimore, MD. He traveled the world as a ship's engineer until he settled down to impart his extensive marine engineering knowledge to scores of cadets at the Calhoon School in the mid-1990s. Larry went to Ketchikan in 2002 as a Port Engineer for the Alaska Marine Highway System. He later developed the Qualified Member of the Engine Department Program at University of Alaska Southeast (UAS) which helped to change the lives of countless Alaskans. Besides being an engineer and a gifted teacher,

he was also an adventurer, mentor, woodworker, proud union member, expert chef, environmentalist, curiosity seeker, deep-water scuba enthusiast, cave diver, loyal friend, brother and martini aficionado. Starting with hiking the Long Trail in Vermont at the age of 16, to rappelling bat caves in the Yucatan, driving to the end of every highway in northwest North America, to a final flight around Denali in late May his bucket list had no bottom. Whether it was tales of sushi bars in Kaohsiung, Taiwan, scuba diving in Diego Garcia, retrieving U.S. military equipment while the oil fields of Kuwait burned, diving the USS MONITOR wreck in 230 feet of water or countless other experiences, there was "always more to the story." He was brother to Anne Lakota, Marian Ivan and Philip O'Loane; Uncle to Damien Ivan, Kristin and Sarah Hancock, Phoebe and Eloise O'Loane. Best friend to Joe Loop and former husband to wife of 39 years, Deb LaPlante. The family plans to spread his ashes on the seas he loved surrounding Ketchikan. Friend and fellow M.E.B.A. member Andy Krafthefer noted, "Annoyingly handsome, with a razor blade hairline, all the chicks looked at Larry, not at me. His teaching style was impeccable. Sharp, clear, concise. He pretty much always had the answers. Occasionally letting his views slip in. So dedicated to teaching, that after retiring from teaching at the MEBA school, he continued to teach and help the young local job force in Ketchikan. Training them to get their unlicensed endorsements, to get a foothold in the shipping industry. Creating courses from scratch, and having to go back into the worm hole of dealing with the Coast Guard. A challenge I wouldn't wish on anyone, he created the classes from scratch.

Larry was the only east coast guy I knew, back in the 90's, that was drinking tequila. He had taste in tequila, it just wasn't good taste...I invited him and Deb to a houseboat trip on Lake Powell in the Utah desert. He was quite familiar with

the amazement of Lake Powell and said, You bet I'll be there. And believe it or not, with the right amount of margaritas, and the right music (a Russian band named The Red Elvises) I learned that that Larry was quite a dancer. Imagine Larry, and the rest of us, on the top of a houseboat, on a desert lake, under the clear stars of Utah, dancing to the Red Elvises."

## ANTONIO OLVEIRA

Antonio Oliveira made his eternal crossing on October 19, 2023 at the age of 91. Antonio was known for his adventurous spirit, quick wit, and generous heart. His friendships were many, built on loyalty, kindness, and shared experiences. A resident of Port Arthur, TX, he is missed and survived by a wife, two daughters, a son and many friends.

## GEORGE HAROLD OVERSTREET

Commander George Overstreet sailed off to his final port of call on December 17, 2024 at the age of 95. George was born and grew up in Lakeland, FL and joined the Navy in the late 1940s after high school. After seven and a half years as an aviation metalsmith, he earned a commission. He retired as a Commander in 1977 after 29 years in service. Commander Overstreet was based in Malta, Vietnam, and Panama as well as many bases stateside. He served in fighter squadrons, on aircraft carriers, cruisers, destroyers, and ocean-going minesweepers. During his service career, he served two tours in Vietnam; the first was onshore as Commander of Harbor Defense and the second was at sea as Commander of Mine Division 32. George was based in Jacksonville, FL; a British naval air station on Malta; Patuxent River, MD; Newport, RI; Boston, MA; Washington, D.C.; Newport, RI; Charleston, SC; Monterey, CA; Cameron Bay, Vietnam; Long Beach, CA; and the Panama Canal Zone. Upon retiring from the Navy in 1977, he attended the Calhoon M.E.B.A. Engineering School in Baltimore then began sailing on LNG vessels with Energy Transportation

*continued*



Corporation. He started as a Third Mate and quickly moved up to Master and spent years captaining the LNG VIRGO. George and his wife Alice enjoyed traveling and visited 57 countries. In 2001, George and Alice volunteered with the Polk County Marine Corps Reserves Toys for Tots program. George became Coordinator at the end of the year. After two years as Coordinator, and Co-Coordinator for many years George was a driving force behind the program. George also volunteered with the Habitat for Humanity, Tuesday Tigers, and Migrant Student Ministries. George leaves behind a legacy of faith, family and love. He is survived by his wife of 39 years, Alice Ray, his daughter Cindy Connors, and grandchildren Kris Tilley and Mieka Patzer. He also leaves behind six great grandchildren and five great-great grandchildren. M.E.B.A.'s Dave Whiteley eulogized George at a Celebration of Life and noted, "George ran a tight ship but it was filled with friendship and good times. Our shipmates were our "other family," and we knew as much about our shipmates and their families as we knew about our family at home. Holidays were celebrated with great cheer and when one of our crew had a problem, it was our problem as well...George became like a father to me. I like to think that he thought of me as the son he never had. Smooth sailing as you cross over the bar, George. I'll see you someday when I ring Finished with Engines."

### **MIECZYSLAW PEKALSKI**

Mieczyslaw Pekalski is sailing smooth waters now as of July 7, 2024 at the age of 67. Brother Pekalski worked in the deck department and was known for his steadfast professionalism and calm demeanor even in the most challenging situations at sea. He last sailed aboard the ENERGY ENTERPRISE. When he became a pensioner in 2013, he settled in Podansko, Poland and is survived by many family and friends.

### **ELMER PERRIGOU**

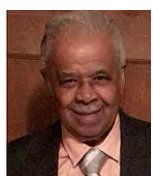
Elmer Perrigou found the calm after the storm on May 19, 2024 at the age of 99. Elmer was a real pro, known for his technical expertise and problem-solving abilities. He was a leader in the engine room, ensuring the smooth and safe operation of complex machinery under all conditions. He was a resident of Port Angeles, WA and is survived by many family and friends.

### **PATRICK J. QUINN, SR**



Pat Quinn crossed into infinite waters on May 31, 2024 at the age of 67 following a car accident. Pat loved the beach, going fishing and crabbing, breaking it down on the dance floor, playing shuffleboard, and being with his family. His grandchildren were the joy of his life. He loved the Lord and read his Bible faithfully every morning at the kitchen table. He was a goofball and had a corny joke for every occasion. Everyone who knew him felt loved. In his early years, he was a dealer at Tropicana Casino in Atlantic City. He also worked at Cypress Metals; owned his own bread distributing company, Bella Bread; and retired after working as a painter-laborer at Cornell Crane & Steel in Westville, NJ. Pat is survived by his wife, Beverly Perna-Quinn; his former wife, Susan Quinn; children Lisa Doolin, Jennifer Miles, and Mary Hopp; grandchildren Michael Doolin Jr., Nicholas Miles, and Melanie Hopp; siblings Peggy, Jack, Bill, Maureen and Mike; many nieces and nephews and his beloved dog, Tootsie.

### **JOSEPH M. RAMOS**



Joseph Ramos found safe passage to the beyond on February 23, 2024 at the age of 94. Born in New Bedford, MA, he lived in Dartmouth, MA. He sailed for years as a Chief Engineer with Moore-McCormack Lines aboard

the MORMAC SKY. He owned and operated various businesses through his life, including but not limited to owning a gas station that he managed with his brother Everett and running a merchant mariners club. His achievements throughout his career and lifetime were as limitless as the love and care he showed for his community. He enjoyed giving back to his community, working on his cars, dancing, enjoying new experiences with friends, and spending time with his family. Survivors include his brother, Everett Ramos; sister Vivian Barbosa; daughters Pamela Cruz, Johanna Ramos-Smoot, estranged daughter Patricia Ramos, all of Dartmouth and Julia Ramos Johnson; 16 grandchildren; and many great-grandchildren.

### **BARRY LEE REESE**



Barry Reese made his last muster on February 9, 2024 at the age of 69. Barry called Milwaukie, Oregon his home but was a frequent presence at our Oakland/San Francisco Union hall shipping out on various deep-sea vessels and crisscrossing the globe. He retired from the M.E.B.A. in 2015 and is survived by many family and friends.

### **PETER RETZKO**

Peter Retzko set course for calmer waters on November 28, 2024 at the age of 84. Pete was not only known for his excellent technical skills, he was admired for his mentorship, leadership, and unwavering calm during crises. He plied the seas with the Union for decades before he hung up his boiler suit in 2000. He is survived by many family and friends.

### **JAMES DANA REVETTE**



Dana Revette sailed toward smoother seas on July 25, 2024 at the age of 76. He attended State Line High School, where he played



football and clarinet in the band. After graduating in 1965, he briefly joined the Seafarers International Union before joining the Coast Guard where he served during the Vietnam War. He continued his passion for music in the U.S. Coast Guard band, playing in major events like the Rose Bowl and Macy's Thanksgiving Day parades. After completing six years of military service, he continued to circle the globe as an M.E.B.A. member and earned his Chief Engineer's license in 1989. He opened Snag Lake, a 200 acre property that supported fishing, farming and camping for friends and church family, in the '80s. He married Shirley Ann Terry in 1993 and became a father in 1994. He retired in 2002 to dedicate his full attention to his daughter and community. Dana was loved by all who knew him. His kindness, generosity and positive attitude will be remembered forever. He is survived by his daughter Haley Anne Revette, brothers Mike and Mark Revette, and sister Robin Revette.

### HENRY JOHN ROGERS



Henry Rogers from Northpoint, NY awoke to life immortal on May 30, 2024 at the age of 40. He attended the London School of

Economics and received a Bachelor of Science in Marine Engineering from the U.S. Merchant Marine Academy. He was a proud US Naval Reserve Lieutenant and an avid fisherman. Henry is survived by his mother Jean, and father Harry, among others.

### PAUL W. SAMOLCHUK



Paul "Sammy" Samolchuk embarked on his final passage on June 8, 2024 at the age of 78. Born in Marblehead, MA,

Sammy was a graduate of Marblehead High School and Massachusetts Maritime Academy. After the academy, Sammy was a longtime Chief Engineer

sailing around the world many times. He always returned with trinkets for his family and tales of his journeys. When he was not at sea, Sammy balanced his time between Marblehead and North Conway, New Hampshire. You could often find him at Maddie's or the Red Parka Pub, where he met Madeline, the love of his life. He spent many summers lobstering, sailing and causing mischief down at the wharf with his friends. He was a co-founder of the Great Race, a North Shore tradition for many years. Sammy's other hobbies included fishing, golfing, traveling and skiing. He enjoyed racing at Attitash and teaching younger family members how to master the slopes. In his later years, Sammy worked as a groundskeeper at Wentworth Golf Club in Jackson, New Hampshire. He is survived by his wife of 30 years Madeline; sister Mary Economou; sister-in-law Pamela Cameron as well as several nieces, nephews, grandnieces and grandnephews. Please raise a glass and celebrate Sammy in a way that you know he would have enjoyed. Fair winds and following seas.

### JOSEPH SCATURRO

Joe Scaturro shipped off toward his final destination on July 4, 2024 at the age of 91. He was a devoted engineer whose life was defined by dedication, resilience and an unwavering love for the sea. He earned over 32 years of pension credit in a career with the M.E.B.A. that began in the 1950s and continued through peace and war. Joseph's problem-solving abilities and dedication made him an invaluable part of every crew. He was a resident of Jacksonville, FL and is survived by his wife and two children among others.

### DUANE CARLOS SCHOFIELD

Duane Schofield shipped off to the source on June 14, 2024 at the age of 97. Beyond the engine room, Duane was a beloved husband, father and friend, known for his warmth, generosity and sense of humor. He cherished moments with his family

and brought the same passion and dedication to his pursuits in life as he did in his maritime career. He retired from the sea in 1999 with well over 20 years of pension credit. He was a resident of Hayward, CA and is survived by many family and friends.

### NATHAN IRWIN SHADDINGER



Nat Shaddinger made his final log entry on December 28, 2024 at the age of 87. Born in New Orleans,

Louisiana, at 17 years old Nat enlisted into the U.S. Marine Corps, where he was appointed as a PFC and proudly served his country until his 1866 discharge. He then went to sea as a mariner for the next 20 years and continued his service to the nation by supporting the economy and national security. In 1970, he married his Sandy Tankersley and together they built a wonderful life and raised a beautiful family. A Christian and member of Martin Baptist Church, Nat was a great man whose favorite pastimes included fishing, hunting, caring for and raising llamas, and working on the computer, as he was quite a "technology wiz" Someone who believed you inspire the world with your courage, he was very patriotic and had a great love for his country. He had a strong drive in life and was one who never complained, and his family always looked to him for advice or when a decision needed to be made. His wonderful personality, love of service to his fellowman and country, and devotion and dedication to God, family, and his community will long be remembered by his loving family and wide circle of friends. In addition to his wife Sandy of 54 years, those left to cherish his memories include son Irwin Shaddinger, stepdaughters that he raised as his own Shelly Denise Himes and Virginia Lynne Miller, eight grandchildren and twelve great grandchildren.

*continued*



## MICHAEL DAVID SHEA



The creator rang down 'finished with engines' for Michael Shea on December 6, 2024 at the age of 57 in Honolulu Hawaii.

Born in Salem Massachusetts, he was raised in Georgetown MA.

Michael had a burning desire for a life on the high seas ever since he was old enough to dream big. His daring adventures in various ports of call and nations around the globe began as a ship's officer upon his graduation from Massachusetts Maritime Academy in 1989. He was in the U.S. Naval Reserve and served during Operation Desert Storm in the Persian Gulf in 1991. He met his future wife Olga Shevchenko in the Black Sea port city of Odessa, Ukraine during this time. After a decade traveling the globe on the open seas and advancing to Chief Engineer of (steam, diesel & gas turbine), it was finally time to come ashore. Having already maintained a residence in Honolulu for several years, he began working for Matson as a port engineer. Michael was proud of his engineering skills and had an extremely strong work ethic. Over the years, he continued to advance his career with Matson and eventually was promoted to Head Supervisory Port Engineer for the port of Honolulu. Michael loved his home and family. His son Oscar was born in Hawaii in 2006. He continued his worldly travels with Oscar, with whom he had a remarkable and special bond. He had a never-ending thirst for seeking out and maintaining new friends, of which he had a great number. His contagious laughter and warmheartedness would typically envelop any room. Those who knew him well recognized that he had a larger-than-life persona. Few will live life to the fullest quite like Michael did. He is survived by his son Oscar, brother Timothy, father Michael, and nieces Ryan and Eavan.

## SHIRLEY SHELTON



Shirley Shelton, longtime beloved registrar at the Calhoun M.E.B.A. Engineering School (CMES) from 1988 to

2009, crossed over on June 20, 2025, at the age of 80. Shirley dedicated 21 years of exceptional service to CMES before her retirement and left a lasting impression on everyone who knew her. She made her home in St. Michaels, Maryland, with her husband, Fred, and their Boston Terrier, Oliver. A lifelong animal lover, Shirley had a particular fondness for Dobermans and enjoyed traveling to dog shows. She cherished her M.E.B.A. family and will be deeply missed by colleagues, friends, and former students. Shirley is survived by her sister, Betty Swinford of Ohio; her niece, Sharon; and her nephew, Bryan. She was predeceased by her mother, Fern Cassity, who passed in August 2024 at the age of 98. To honor Shirley's memory, a collection has been started for a memorial bench to be placed outside the Administration Building at CMES. Those wishing to contribute may contact Tracy Gannon at CMES/MMMMF.

## DOUGLAS SPREY



Doug Sprey reached his final heading on Oct. 3, 2024 at the age of 92. Immediately after high school, he joined the U.S. Navy in 1950 and

served on surface ships and submarines for 28 years. He put the SEAWOLF (SSN 575) in commission and his next assignment was the commissioning of the ANDREW JACKSON (SSBN 619). He served two tours during the Vietnam War, one with the Riverine Division and the second aboard USS RANGER (CVA 61).

In 1974, Doug was proud to earn his B.A. in political science at the Navy Postgraduate School in Monterey, where he settled his family. He served as Chief Engineer on USS VANCOUVER two years and USS

SAN DIEGO also for two years. When his Navy career ended, he continued to sail as a merchant mariner with the M.E.B.A. for 14 years. Doug lived his life with love, laughter, hard work and fun. He never missed an opportunity to tell his family how proud of them he was. He enjoyed living on the seacoast and hosted family and friends on his sailboats. Skiing, diving, traveling and tennis were other great joys to Doug. He leaves behind his loving wife, Jane Ellis, with whom he shared his happiest years, two daughters and four stepchildren: Victoria, Valerie Tate, William McClellan, Laura Lynch, Andrew McClellan and Charles McClellan. Doug's grandchildren are Jason and Ryan Dunn, Courtney Wilson, Danielle and Tanya Vincent and Grace Garibaldi. Great-grandchildren are Marissa and Mylah Dunn, Benjamin Wilson, Evelyn and Calvin Dunn.

## JOHN E. STARR



John Starr sailed toward safe haven on February 26, 2024 at the age of 65. John spent decades traversing the oceans aboard

deep-sea vessels, his career marked by an unyielding commitment to excellence. As Chief Engineer, he was the backbone of every ship he sailed, known for his sharp problem-solving skills, steady leadership, and the quiet confidence that earned the trust and admiration of his crews. His maritime journey carried him to distant shores and bustling ports, but it was the engine rooms where his heart truly resided. In the 1990s, he served as a Representative in San Francisco assisting the Union with contracts and giving back to the membership. He last sailed aboard the SS HORIZON SPIRIT before his 2012 retirement. He was a resident of San Rafael, CA and is survived by many family and friends.

## JAMES STOUT

James Stout sailed into another life on April 9, 2024 at the age of 75. He was a resident of Lake Worth, FL who did



his shipping with the union through 1995 when he hung up his boiler suit and retired. He last worked under M.E.B.A. contract as a crane engineer for GFC Crane. He is survived by many family and friends including a wife and two beautiful daughters.

## RONALD SUTTON



Ronald Sutton rang down Finished with Engines at the age of 92. A 1954 Kings Point graduate, Ron originally sought employment with The Ford Motor Company on the Great Lakes. He was informed by Ford that they were not hiring but was referred to The Wyandotte Transportation Company where he found work aboard their fleet consisting of hand-fired coal burners with triple or quadruple expansion engines. After a few years, he learned what the term “homesteading” meant and realized that promotion would occur very slowly. Remembering his time during Sea Year aboard Grace Line’s SANTA CECILIA, he headed to New York, joined M.E.B.A. and soon was aboard the SANTA ANA, a Grace prewar C-2. He was a plank owner aboard both the SANTA ROSA and SANTA PAULA liners when they came out of Newport News in 1958 and would have probably stayed on the passenger ships save for the objections of his new bride in 1959. He then sailed with Luckenbach on the intercoastal run until their merger with Maritime Overseas and found himself as Chief Engineer of the OCEAN DINNY in 1963. Coming ashore for a couple of years as Port Engineer with Central Gulf Lines, he moved to New Orleans in the process later returning to sea aboard their GREEN VALLEY, a jumboized Victory ship. He joined Gulf and South American’s GULF SHIPPER off the board in New Orleans staying with her for 10 years including the transition to full Lykes Lines ownership. In his final years with M.E.B.A. he was back aboard Maritime Overseas vessels, the

OVERSEAS ALICE being his last ship in 1985. After retirement, he remained busy working on his various vehicles and was somewhat of a pioneer when it came to home computers, buying one of the early “portable” Osborne machines, and building his own PCs from scratch. He traveled around the country, keeping in touch with various relatives and Kings Point cronies, usually acquiring a slew of traffic tickets which he enjoyed contesting. He remained in good health until a series of bicycle incidents took their toll. He was predeceased by his wife Jean in 1981 and is survived by his son and fellow M.E.B.A. retiree Jim. Fair winds and following seas.

## EALIE NORMAN “HENRY” TEASLEY, JR.

Eight bells rang for Henry Teasley on March 20, 2024 at the age of 100. He shared a wonderful life with his wife, Lydia Marie Leonard Teasley and they had two daughters, Sherron Howard and Alicia Duhon. He was a self-taught man who left home at 15 to join the Merchant Marine and attend Officer Training School during WWII at Mount Carmel. Henry spent 23 years in the Union sailing as Chief Engineer. In the early 1960s, he moved to DeRidder, LA and later served on the police force for three years. He worked as an AI Technician in Beauregard Parish with the LSU County Agency office for 17 years where he retired. He later worked as a Rural Carrier for the US Postal Service for 12 years and then retired again. Henry was a history buff who was a real wealth of knowledge. He was a Christian and frequently delved into the scriptures. He is survived by his daughter Alicia Duhon, grandson Tommy Vander, four grandchildren and nine great-grandchildren.

## WILLIAM TENDER

Bill Tender sailed into safe harbor on October 24, 2024 at the age of 86. He discovered a passion for the sea early in life leading to a lengthy career with the Union where he served aboard

numerous vessels, contributing to the nation’s economy and national security. As a dedicated M.E.B.A. member, Bill championed the values of solidarity, professionalism, and excellence and took pride in being part of an historic union so tied into this country’s seafaring landscape. He is survived by many family and friends.

## STANLEY THOMAS

Stan Thomas sailed toward his final rest on June 8, 2024 at the age of 74. He had been retired from the sea since 2003 after a long and extremely productive career that netted him over 27 years of pension credit that served him well in retirement. His kindness, sense of humor, and dedication to loved ones will be deeply missed. He was a resident of Jamestown, CA and is survived by many family and friends.

## RICHARD THOMPSON

Richard Thompson climbed the gangway to the great beyond on July 15, 2024 at the age of 64. His commitment to excellence and precision left a lasting impact on the crews and ship operations he supported. Colleagues respected his dedication, reliability and deep knowledge of engineering. He was a resident of Toms River, NJ and is survived by his wife and two wonderful daughters.

## BRIAN DOUGLAS TITILAH



Brian Titilah sailed into the next life on April 13, 2024 at the age of 77 along with his wife Helena following a single car accident. They met in Boston where they were students. Helena, a native of Holland, became a dental hygienist and Brian joined the M.E.B.A. and shipped out for years as a seagoing engineer. In their retirement they had an antique business. Brian and Helena spent most of their married life in Canterbury and were married

*continued*



for almost 51 years. They are survived by their sons Douglas and Ross.

### LEE TODD

Lee Todd crossed the great divide on October 23, 2024 at the age of 62. Lee put in some great years with the Union leading up to her 2013 retirement. Outside of her professional life, she was brought the same level of enthusiasm and care to her family and friends as she did to her work. She is survived by many family and friends.

### RONALD J. TOMO



Ronald Tomo reached his journey's end on November 23, 2024 at the age of 69. In the fall of 1973, he enrolled at the Calhoon

M.E.B.A. Engineering School and began sailing as a Union member upon his graduation. He sailed around the world many times as a seagoing engineer. In 1980, he married Mary Ellen Monty and they began their life together in Portersville, PA. They eventually moved to Mooers Forks, NY where, with family, he built their homestead. After 29 years of sailing Ron retired. He then was elected to the NAC School Board, a position he held for 10 years, which brought him great pride. As he was inclined to keep himself busy, he worked for a short time at Pratt & Whitney and later, NOVA Bus. Throughout the years while not at sea, he would work as a sawyer with his wife in their roughcut lumber business. In his retirement he was frequently busy with many building projects which were calculated precisely and leisurely completed (most of the time). In September of 2024, he was diagnosed with Stage IV Biliary Duct Cancer. He pursued treatment at the Adirondack Medical Center's Oncology department. However, he was unable to tolerate treatment and after brief hospitalization returned home. Ron was under the care with the compassionate, patient and kind care of the nurses of Hospice of the North Country. He passed in the presence of his wife and close family. Ron was

quick-witted and always had a good joke to share and he mentioned more than once, "When you get to be 69 the only thing you can do is turn around." Ron is survived by his wife Mary Ellen; Daughters Shannon Aguglia, Gretchen A. Depo and Alexandra Tomo and his son Nathaniel, granddaughters Natalie Aguglia, Annabel Aguglia and Olive Depo, sister Margaret Chavera, brother Gregory Tomo and sister-in-law Mary Ann Tomo, as well as many loved and cherished nieces, nephews and great-nieces and great-nephews.

### ROMEO JOSEPH VADNAIS



Romeo Vаднаис steamed into the sunset on August 22, 2024 at the age of 85 in Fort Pierce, FL. He lived a life marked by

intellectual curiosity, generosity, and a passion for learning and exploration. Romeo served honorably in the US Army Signal Corp, a formative experience that laid the groundwork for his diverse career. He was a man of many talents and interests, working as a Radio Station Engineer, a SCUBA dive shop owner and instructor, an Electronics Engineer for NASA, Scripps Institute of Oceanography, and Lockheed. His expertise also led him to serve as a Radio Communications Officer in the Merchant Marine and during Operation Desert Storm with the NATO forces. Later, he pursued entrepreneurial ventures as the founder and editor of a Florida Treasure Coast newspaper, and as the owner of Ocean Air Aviation, where he worked as an Aviation Maintenance Tech (AMT), Airframe & Powerplant (A&P), and Aviation Inspector (IA). Beyond his professional life, Romeo was a man of varied hobbies and passions. He had a keen interest in anything related to aviation. His hobbies included computers, e-commerce, e-marketing, ham radio, photo and videography, kayaking, and studying WWII history. Romeo was an avid collector of aviation memorabilia and advocated and participated in Aviation clubs that promoted the passion of aviation

for both youths and adults. Romeo's curious and adventurous nature placed him in countless adventures around the globe, particularly through his adventures on his self-built 50' steel ketch sailboat "Saluda" which allowed him to freely explore the globe, absorbing different cultures and making many friends all the way, for many years. Romeo had a genuine interest in people, who they were and their story. He had true admiration for people and their triumphs. He was the guy to lend a hand without being asked, to disappear before you have a chance to thank him and would give you the shirt off his back without hesitation. Father, Brother, Friend. He will be severely missed and remembered. Romeo is survived by his sister Therese Dionne; children Donna Marie Ackles, Crystal Lee Vаднаис, Raoul Joseph Vаднаис and Kenneth Miller Vаднаис.

### JOSE RAMON VELEZ



Jose Velez sailed beyond the horizon on May 14, 2024 at the age of 76. All who knew and loved him can attest to his quick

wit, wonderful sense of humor, and boisterous laugh. He cherished every moment spent with those he loved. He had a passion for building and fixing, and he could never turn down a delicious pastry or a saltshaker. Jose was a lifelong merchant mariner, as well as a proud U.S. Air Force veteran and the ultimate Yankee fan. Jose's loving spirit is carried on by his daughter Vivian, son Omar, granddaughters Zoe and Phoebe, and brother Edgar.

### GORDON M. WARD



Former M.E.B.A. President Gordon Ward steamed into the sunset on June 14, 2025 at the age of 86. Gordon helped re-establish and

strengthen M.E.B.A. democracy after a difficult period in the Union's history. He led the M.E.B.A. from 1992-1994, leaving behind a legacy of integrity, resilience, and unwavering service. His



impact on the Union was profound and enduring, and his contributions deserve lasting recognition.

Born in Waterville, Maine, he graduated from Maine Maritime Academy in 1959 and spent some years working for Mobil Oil in New York City with his first wife Victoria. In 1968, they moved to Baltimore where Gordon taught at the Calhoun M.E.B.A. Engineering School on Light Street. Gordon returned to the sea in 1976 and spent years sailing as Chief Engineer on the SS PUERTO RICO, the original name of the doomed ship EL FARO. In 1977, Gordon and Victoria returned to Maine, settling in Gorham, Maine where they raised their four children, shared many wonderful years with happy memories and lifelong friends. Gordon enjoyed boating, Sebago Lake, taking long scenic Maine drives, sight-seeing, and the Red Sox.

In 1989, the M.E.B.A. merged with the National Maritime Union, jeopardizing the MEBA pension plan and creating unrest among union members. Gordon led dissatisfied members and organized the Members Advocating Democracy (MAD) committee to oppose the incumbent leadership. The MAD slate overwhelmingly won the Union election and Gordon became the M.E.B.A.'s President in 1992. During his tenure he preserved the pension plan, expanded member job opportunities, and put safeguards in place to uphold democracy within the union. He retired in 1994 and returned to Maine. On September 11, 2001, his 33-year old son Stephen was killed in the World Trade Center attacks a month after he began working with Cantor Fitzgerald on the 101st floor of the North Tower. In 2011, at Gordon's 55th high school reunion, he was reintroduced to a classmate, Nancy Sewall, and a romance quickly ensued. The two married in 2015 and they enjoyed many joyful years of retirement in Maine and Florida. Gordon is survived by his wife Nancy; daughters Susan Moore and Kathryn Ward, and son Kenneth Ward; grandchildren Shawn Moore, Scarlett Moore, Stephen Graham, and Marin Graham.

## FRANK WHITE

Frank White steamed into the sunset on October 11, 2024 at the age of 75. He shipped out with the Union for years, crisscrossing the globe and winning the admiration of friends and shipmates. Known for his unwavering professionalism and camaraderie, Frank left an indelible mark on everyone fortunate enough to sail alongside him. He is survived by many family and friends.

## DAVID MICHAEL WINTER



David Winter reached his journey's end on February 19, 2024 at the age of 82. Born in San Francisco, CA, David graduated California Maritime Academy (CMA) in three years. Right after, he joined the U.S. Coast Guard, and attended Officer Candidate School. Despite his lifelong anti-establishment stand, he managed to retire as a Commander. David was often quiet about his many accomplishments, leaving many surprises for his family. During his first Coast Guard posting at Governors Island, New York, David lived in Greenwich Village, New York City. He would eat every night at a little Italian place, Luizzi's. The owners, Tom and Ida became his adopted parents (and real-life in-laws) for the rest of his life. Italians believe 'blood is thicker than water,' however Dave was the exception to this rule (and most rules in general).

During his 50+ year career as a merchant mariner, Dave sailed much of the world. When he retired from shipping, he then devoted his love, immense knowledge, and time to the SS JEREMIAH O'BRIEN – one of two remaining operational WWII Liberty Ships. He served as the Port Engineer as well as in many other positions – he was the guy who got it done! He would also utilize the vessel's gift shop for the bulk of his Christmas shopping every year. Dave was a unique man, with a rapier-sharp wit and a quick sense of humor. His adroit comments were so fast that he

often left his opponent wondering what had just happened. One of his greatest sources of amusement was to embarrass his daughters and granddaughters by showing up in his greasy boiler suit with a ridiculous hat to public events. His "victims" dreaded it, but most found him highly amusing. Attempting to describe his personality on paper is much like trying to capture lightning in a bottle. Many considered him to be their best friend, and his generosity knew no bounds. His home was a beacon for wandering souls throughout his life, and when he was sailing, it was not uncommon to have the many of the younger cadets from his ships sleeping on his couches for months at a time. His home was always a welcome respite for those in need. David is survived by his long-suffering wife Veronica "Ronni" A. Painter; daughter Adrienne Winter Bauer; grandchildren Lucas Walczak, Carly Bauer Ambrocio, Abby Bauer and Kat Bauer; sisters, Sue Gore and Betsy Anderson; brother, Peter Anderson; and the son he never had, Tony Drady. He is also survived by countless friends, shipmates, classmates, coworkers, and a large extended family.

## ALEXANDRO WISMAR

Alexandro Wismar steamed into the hereafter on May 8, 2024 at the age of 96. He put in a solid and steady career with the Union that earned him over 20 years of pension credit as he sailed around the globe. His problem-solving skills, calm demeanor in challenging situations, and unshakeable work ethic made him a cornerstone of every crew he joined. He retired in 1986 and was a resident of Brooksville, FL. He is survived by many family and friends.

## GLENN YARBOROUGH

Glenn Yarborough sailed toward distant lands on July 26, 2024 at the age of 75. He plied the waves for years, establishing a reputation as a dedicated, hardworking engineer and good shipmate. He retired in 2011 with over 20 years of pension credit. He is survived by many family and friends.



## Faces around the Fleet



Engine room officers and crew aboard the M/V ALLIANCE ST. LOUIS (M-Ships) in May. Left to right are SIU Apprentice #1, 2nd A/E Lionel Rivera, SIU Apprentice #2 (in back), C/E Thomas Bronson, 1st A/E Jim Dulong, OMU Will Morel (in back), 3rd A/E Harold Abdul-Ahad, OMU Dale Graham and Max the QEE.



Engine Officers onboard the Patriot-managed LMSR USNS PILILAAU during a military exercise. Left to right are 2nd A/E Trevor Robinson, 1st A/E Kwaku Addae, 3rd A/E Annie Hood, C/E Clay Garcia, 1st A/E Andy Goodman and 3rd A/E AJ Liss.



Last year, 61 cadets from maritime academies around the nation spent three weeks at the Calhoon M.E.B.A. Engineering School getting a head start on their shipping careers. The annual M.E.B.A. Cadet Internship program takes place in July. The majority of these bright young mariners signed up with the M.E.B.A. and soon will be appearing at a Union hall near you.



M.E.B.A. helped craft and shepherd a Washington State salary survey bill into law that tackles the issue of non-competitive wages, an issue that has hindered Washington State Ferries from recruiting and keeping skilled mariners. M.E.B.A. Counsel Jack Holland and WSF Rep. Eric Winge are seen here at the signing ceremony with Gov. Bob Ferguson. (Photo courtesy of WA State Legislative Support Services).



# M.E.B.A. DIRECTORY



**Adam Vokac**  
President



**Roland "Rex" Rexha**  
Secretary-Treasurer



**Maxim Alper**  
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  
mebahq@mebaunion.org  
www.mebaunion.org

## Government Fleet

Craig Moran  
Govt. Fleet Rep.  
Cell: 804-614-8717  
Office: 757-440-1820  
cmoran@mebaunion.org

## Ports

**Alaska**  
Nicole Linn, AMHS Rep.  
nlinn@mebaunion.org

## Baltimore

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

## Boston

Brian Flynn, Representative  
Mike Mastricola, Dispatcher  
Marine Industrial Park  
12 Channel Street, Ste. 606  
Boston, MA 02210  
Office No. (617) 261-2338  
boston@mebaunion.org

## Charleston

Giancarlo Mahalik  
Representative  
4706-A Spruill Avenue  
North Charleston, SC 29405  
Office No. (843) 744-5088  
charleston@mebaunion.org

## Cleveland

Cheryl Kostreba, Dispatcher  
1422 Euclid Ave.  
Suite 400-11  
Cleveland, OH 44115  
Office No. (216) 579-6322  
cleveland@mebaunion.org  
*Hall Visits by Appointment Only*

## Honolulu

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

## Houston

Adam Smith, Gulf Coast V.P.  
Jay Wedman, Representative  
Brenda Mancha, Dispatcher  
6604 S. Loop East  
Houston, TX 77087  
Office No. (713) 923-9424  
houston@mebaunion.org

## Jacksonville

Liz Pettit, Dispatcher  
644 Cesery Blvd., Suite 220  
Jacksonville, FL 32211  
Office No. (904) 765-6100  
jacksonville@mebaunion.org

## Los Angeles

Torey Zingales, Branch Agent  
Jacob LeBeouf, Patrolman  
Yvette Reed, Dispatcher  
1891 North Gaffey Street  
Unit #211  
San Pedro, CA 90731  
Office No. (310) 548-7358  
Plans No. (310) 547-1264  
losangeles@mebaunion.org

## New Orleans

Denis Alegria, Rep./Dispatcher  
811 Carondelet Street  
New Orleans, LA 70130-3707  
Office No. (504) 523-1884  
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  
newyork@mebaunion.org

## Norfolk

Craig Moran, Branch  
Agent/Govt. Fleet Rep.  
Ola Lassley, Asst. Govt.  
Fleet/Dispatcher  
6325 North Center Drive  
Suite 100  
Norfolk, VA 23502  
Office No. (757) 440-1820  
norfolk@mebaunion.org

## Oakland

Max Alper, Executive V.P.  
Chris Coombs, Patrolman  
Princeton Liu, Dispatcher  
548 Thomas L. Berkley Way  
Oakland, CA 94612  
Office No. (510) 291-4912  
Dispatcher No. (510) 291-4917  
oakland@mebaunion.org

## Seattle

Kevin M. Cross, Branch Agent  
Eric Winge, Rep.  
Joshua Hahn, Dispatcher  
5210 12th Street E.  
Fife, Washington 98424  
Office No. (206) 762-0803  
seattle@mebaunion.org

## Tampa

Nicole Greenway, Branch Agent  
Glenn Buettner, Dispatcher/Rep.  
2018 E. 7th Avenue  
Tampa, FL 33605  
Office No. (813) 247-7223  
tampa@mebaunion.org

## M.E.B.A. Divisions

**Professional, Office &  
Industrial Division (POID)**  
Emmanuel Adjei, Representative  
poid@mebaunion.org

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

## M.E.B.A. Plans

**M.E.B.A. Benefit Plans**  
Patty Kelly, 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

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

## M.E.B.A. Affiliates

**Association of Deputy  
District Attorneys (ADDA)**  
Michele Hanisee, President  
Ryan Erlich, V.P.  
515 S. Flower St., 18th Floor  
Los Angeles, CA 90071  
(213) 236-3618  
secretaryadda@gmail.com

## Association for Los Angeles

**Deputy Sheriffs (ALADS)**  
Richard Pippin, President  
Tom Ferguson, Vice President  
2 Cupania Circle  
Monterey Park, CA 91755  
Phone: (323) 213-4005  
www.alads.org

## Association of Public Defender

**Investigators (APDI)**  
Paul De Medeiros, President  
Gregory Lawrence, Vice President  
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  
3018 E Colorado Blvd. #200  
Pasadena, CA 91107  
(626) 243-0340  
https://capeunion.org/

## Ferry Agents, Supervisors and Project Administrators

**Association (FASPAA)**  
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)

Lt. Steve Johnson, President  
188 E. Arrow Highway  
San Dimas, CA 91773  
323-261-3010  
https://ppoa.com

## Municipal Construction Inspectors Association (MCIA)

Karin Izumi, 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  
Ariel A. Bárcenas,  
Co-Secretary General  
P.O. Box 0843-00122  
Panama, Rep. de Panama  
Phone: 011-507-314-0302  
abim\_meba@cwpanama.net

## American Maritime Congress (AMC)

Fair Kim, President  
Caitlyn Tierney,  
Govt. Affairs Manager  
Rilla Gaither, Senior Advisor  
444 North Capitol Street, N.W.  
Suite 800  
Washington, D.C. 20001  
Office No: (202) 347-8020  
www.americanmaritime.org

## International Transport Workers Federation (ITF)

Eric White, ITF Inspector  
P.O. Box 17103  
Clearwater, FL 33762  
Cell No.: (813) 576-9805  
White\_Eric@ITF.org.uk





Licensed oiler for Washington State Ferries and proud M.E.B.A. member Phil Wolf is hoping that the State better values engine department mariners in the WSF fleet. The two-tiered wage system has led to staffing shortages and service disruptions.



Former M.E.B.A. President (from 1999-2001) Larry O'Toole stopped by our DC Headquarters recently with his wife Carol on their way to Florida. A Chief Engineer, Larry had a distinguished and lengthy career with the Union and additionally served as an Instructor at the Calhoon M.E.B.A. Engineering School from 1969-1974 and CMES Director from 1991 to 1996. It was great to see them both!



The Engine crew of the PRESIDENT GRANT, a newbuild vessel brought into the American President Lines fleet last year. Looking all natty in their APL tracksuits (back row from l-r) are: Reefer Perry Taitano, Wiper Abraham Guerrero, JR Engineer Elesio Ramiscal, 3rd A/E William Laurent, Electrician John Ortiz and 2nd A/E Arvie Viray. In the front row (l-r) is 1st A/E Daniel Bliefertich.



Massachusetts Maritime Academy graduates dayworking on the Matson vessel MANOA in Oakland CA. Rob Duseau (standing) and Ryan Prendergast (seated) are both Group 3 applicants who recently took their first M.E.B.A. shipping jobs. Both attended the Union's Cadet Internship program at the Calhoon M.E.B.A. Engineering School. Thanks to Christian Yuhas for the photo.

