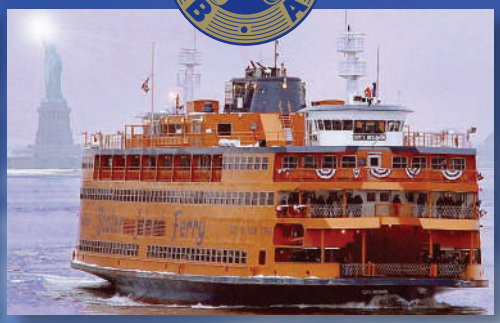
M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)
2018 (Issue #1)



Battle to Keep the Jones Act Fleet Afloat

Faces around the Fleet

Elvis Ngande showed his super cute daughter Jersee around the Houston hall recently while picking up some night work for the weekend. Donn Reamer is at the dispatch window in the background assisting members.

Ray Collector with his cute-as-a-button son Sarosh at the Houston Union hall. Ray came in to register for a port relief card after taking some time off to upgrade his license to 1st A/E motor.

A pair of boats in the Staten Island Ferry fleet get within shouting distance near the Statue of Liberty. Thanks to Capt. Denny Donovan for this shot of the GUY V. MOLINARI and the ANDREW J. BARBERI

On the Cover: ***The Merchant Marine Act of 1920, better known as the Jones Act, helps ensure a U.S.-flag fleet and a pool of Americans mariners in the nation's coastwise trade and inland waterways. Jones Act vessels on the cover include (from the top row l-r) ALASKAN FRONTIER (Alaska Tanker Company), GUY MOLINARI (Staten Island Ferry), NEW JERSEY (Cape May-Lewes Ferry), MATANUSKA (AMHS), MANULANI (Matson), M/V WOODS HOLE (The Steamship Authority), DEL NORTE & GOLDEN GATE (Golden Gate Ferry), HORIZON SPIRIT (Sunrise/Pasha), OVERSEAS CASCADE (OSG), PRIDE OF AMERICA (NCL-America), PAUL TREGURTHA (Interlake) and the WENATCHEE (Washington State Ferry). [Photo Credit: Matthew Hunnewell (WSF & AMHS)]***

Marine Officer

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The Marine Engineers' Beneficial Association (M.E.B.A.) is the nation's oldest maritime labor union established in 1875. We represent licensed engine and deck officers aboard seagoing vessels, ferries, LNG and government-contracted ships. Our members also serve on tugs and barges, cruise ships, Great Lakes vessels and in various capacities in the shoreside industries.

In times of military contingency, our members sail into war zones to deliver critical defense cargo to our fighting forces. M.E.B.A.'s expertise and proven track record of readiness, safety and loyalty in answering America's call to action is unrivaled in the world.

Message from the President

2017 – 2018, Year to Year Efforts Continue

Many issues and ongoing efforts the M.E.B.A. is involved with can continue on for months, years or simply never end. While it would be nice to start off each year with a clean slate, that is not reality and in some cases not an option for the Union.

The Jones Act Attacks and Falsehoods Continue Despite Plenty of Evidence to the Contrary

If anybody performed their own due diligence, they could prove false many of the facts provided concerning the Jones Act, Hurricane Maria and the effects on Puerto Rico. Even after hearing many falsehoods regarding the Jones Act over my career, it never ceases to amaze me what is purported in the news to be fact. Even more disappointing after hurricane Maria, was to hear and watch stories on most, if not all of the news stations, that the Jones Act was preventing efforts to supply the people on the island of Puerto Rico with goods and services, even the bare essentials. At one point I had to question if anybody could get the story right, other than the maritime unions, shipping companies, lawmakers and other advocates that have always supported the U.S. maritime industry.

At a time when the administration speaks of U.S. jobs, making it in America and building a wall on our southern border, the support for the "virtual wall" that is the Jones Act should be overwhelming. It would benefit the industry and our national security if we heard more rebuttal to the chorus coming from from those who would prefer to allow foreign interests to move their vessels and cargo along our coasts, on our rivers and the Great Lakes without any hindrance.

Several years ago, the Lexington Institute, a public policy think tank, called the Jones Act "an important barrier to terrorist infiltration of the homeland." They noted that in addition to the Act's substantial benefits to U.S.-shipping and shipbuilding, including the logistics support capability it provides for the U.S. Navy, it is also a vital protector of homeland security.

The national security link is often ignored or discarded in arguments by the anti-Jones Act confederacy that all too often rely on false facts, elusive cost-savings or other disingenuous arguments that ultimately benefit overseas interests. The nemeses of this all-American Act include the American Petroleum Institute and oil conglomerates, the Heritage Foundation and financial institutions with foreign ties. Their influence is immense and should we relent in our battle to maintain a strong Jones Act it would no doubt be legislated out of existence in short order. Aside from the dissipation of U.S.-flag shipping, jobs for US mariners and support for a shipbuilding base, this would usher in a dangerous new regime where flag of convenience shipping – playing to the rules of the lowest common denominator – command U.S. waters and take root in our nation's inner waterways.

There's a reason the U.S. Coast Guard, Navy/MSC and USTRANSCOM often issue unequivocal support for the Jones Act and understand its importance to U.S. national security. If the Jones Act were to be eliminated, one would only have to imagine the increase in effort and resources that would be required for the USCG and Customs and Border Patrol to fulfill their respective missions. The Union administration and many of our members have been tireless in their advocacy for the statute whether by word of mouth, social media or taking the issue to their elected delegation. The most effective way Members, Applicants and Retirees can assist in raising the maritime industry's profile in Washington, DC, is through a contribution to the M.E.B.A.'s Political Action Fund.

Liberty Maritime Corporation

In addition to providing unrelenting support for the Jones Act, the M.E.B.A. is determined to provide continual support for our membership when we are at odds with certain employers. Liberty Maritime Corp. is a case in point. Despite making best attempts to work with the Company to achieve an acceptable "reopener" agreement for those members choosing to work for Liberty, the company has gone out of its way to ensure the M.E.B.A. must expend more effort to maintain adherence to our contract as well as fully representing our members. That is unfortunate as it causes both Union and Company resources to be diverted and expended unnecessarily. Nevertheless, the M.E.B.A. will continue to fight for a contract that is acceptable to our membership.

Additionally, the fact Liberty re-flagged a non-MSP vessel, the LIBERTY PEACE, employing non-M.E.B.A. officers in violation of our contract, speaks volumes. The fact another maritime union would interfere in an established bargaining relationship, urge their members to climb the gangway and work in positions/jobs on a vessel not under their union's jurisdiction, for lower contract labor costs, while undermining another union's ongoing negotiations, also speaks volumes as to the character of that specific labor organization. That is also unfortunate, but the M.E.B.A. will continue to fight and oppose any company or organization that violates an existing collective bargaining agreement.

We are currently awaiting the outcome of suits to compel arbitration of both our contract reopener and the LIBERTY PEACE contract violation. On February 7, 2018, we received the determination from the impartial umpire regarding our Article XX hearing at the AFL-CIO. The determination found the American Maritime Officers (AMO), an affiliate of the Seafarers International Union of North America, to be in violation of Section 2 of Article XX of the AFL-CIO Constitution. The final outcome of the Article XX proceedings over the jurisdiction and manning of the LIBERTY PEACE will be determined after an appeal, but history and the facts continue to be on our side.

All of this comes during a period over the last 4 years when Liberty obtained 2 additional MSP operating agreements, for a total of 3 MSP

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vessels. M.E.B.A. has been integral in supporting the MSP program funding, as well as the increases achieved over the last 3 years, so it is somewhat insulting that dedicated M.E.B.A. members who continue to work for Liberty would have to endure the legal process while waiting for wage increases - increases which have been non-existent since 2014. It is also insulting that our members must endure the type of treatment they are subjected to from an ungrateful employer that refuses to honor its contractual obligations. While we encourage our members to continue to seek employment with Liberty, to man Liberty's vessels, rest assured, the M.E.B.A. will continue to fight for our members' rights. The Union will not back down from Liberty, or any employer who we believe is violating our contract or not treating our members fairly.

Contract Negotiations and Bargaining Unit Dues Increases

From a more positive perspective, in 2017 the Union did complete negotiations with the following companies: SEACOR (Central Gulf & Waterman), Interlake Steamship Co., Maersk Line Limited (MLL), E-Ships and M-Ships. The membership voted to ratify the SEACOR agreements last January, along with the MLL, E-Ships and M-Ships agreements in December, just before the holidays. The District Executive Committee (DEC) appreciates the support provided by the membership during the last year and looks forward to continued unity with upcoming 2018 contract negotiations, i.e. Matson, American President Lines (APL), OSG, MPP (Hapag Express Class vessels) and others.

In 2017 the Union also held referendum votes to increase dues for the Staten Island Ferries (SIF) and Alaska Marine Highway System (AMHS). Both bargaining units voted to approve the dues increases which send a strong signal to those in other bargaining units, including those bargaining units that had their annual dues increased in 2016. The Union is attempting a fair approach to align our bargaining units to spread the costs of representation as equally as possible. This is not an easy task and we listened to input from many at the Ferry Conference held last June before making decisions on the best approach. We appreciate all who have supported the Union with these efforts in the past and continue to support our efforts going forward.

Membership Database and Dispatch System Transition

Though it has taken longer than we would have liked, the transition to the new membership database and dispatch system took place January 30th. The new database incorporates the membership database with both dispatch and accounting systems which should provide for more efficient service to our members, more inclusive dispatching and tracking of member payments. The database is still a work in progress, and as with all databases, will require ongoing data entry to remain updated. We would appreciate all members and applicants updating your mailing address, e-mail and other contact information, license and endorsement information as it changes. The form can be found on-line at www.mebaunion.org.

New Jersey Dispatcher Sharon Van Geldren

On a last and very sad note, the M.E.B.A. mourns the January passing of New Jersey Dispatcher Sharon Van Geldren. Members and applicants alike that shipped from the N.J. hall knew her to be friendly and always looking out for their best interests. Sharon approached her work with passion and energy. Her sudden passing was a shock as she was a pleasure to work with and was liked by all. Sharon will be missed by many.

Fraternally,

Marshall Ainley

Faces around the Fleet

A security exercise on the M.E.B.A.-crewed M/V CHIMACUM. Highly-trained mariners in the Washington State Ferry system are ready to deal with a multitude of situations that could arise. The system transports about 25 million passengers a year.

SLNC PAX Chief Engineer Todd Roy overseeing a shaft seal changeout on his vessel. The PAX is a Military Sealift Command shallow draft chemical tanker managed by ASM/Patriot Contract Services.

No Peace? No Justice! Liberty Maritime Violates M.E.B.A. Contract (Again)

Many thanks to members, applicants and retirees who are supporting the Union with continued peaceful informational picketing against Liberty Maritime Corp. over the company's clear and faithless breach of our existing Collective Bargaining Agreement.

The M.E.B.A has had jurisdiction over licensed deck and engineering officers onboard any vessel crewed by Liberty (and their affiliates) dating back almost 30 years. But the company thumbed their noses at the contract and crewed up a new U.S.-flagship – the LIBERTY PEACE – with non-M.E.B.A. officers. Since then, each time the PEACE has made a U.S. port stop, it has been greeted by M.E.B.A. picketers bringing attention to Liberty's violation. The Union has since filed an association grievance with Liberty over the wrongful manning of the PEACE.

Liberty has worked from this playbook before. The company also turned a blind eye to the contract in 2011 and crewed five bulk carriers with non-M.E.B.A. personnel. After the dust settled, an Arbitrator ruled that Liberty Maritime had, in fact, violated the CBA and recently awarded damages in favor of the M.E.B.A. The company is appealing that decision to the State Court of New York.

M.E.B.A. can count on our friends through this ordeal. The six-union Maritime Labor Alliance (MLA) as well as the Transportation Trades Department (AFL-CIO), which represents 32 unions in the transport sector, voiced their solidarity with our Union. The Alliance (ARA, IBU, ILA, ILWU, M.E.B.A. and MM&P) stated, "The MLA will stand behind and support the M.E.B.A. in any action we deem necessary and consider this shopping of labor unions - while a legitimate and longstanding collective bargaining agreement is in effect - an affront to all true labor unions."

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Members at San Diego's 10th Avenue Marine Terminal staging an informational picket against Liberty Maritime over the company's contract violation. Left to right are Steve Byerley, John Fountas, Darryl Hunt, Martin Wolf, L.A. Patrolman John McElhone, Matt Gomez, Gordon Marsh and L.A. Branch Agent Rich Doherty.

Members expressed their displeasure with Liberty Maritime as the PEACE visited Kapolei, HI recently. Left to right are Pery Ahluwalia, Serena Webber-Bey and Honolulu Rep. Luke Kaili. M.E.B.A. will continue the fight to protect our jurisdiction and contract language.

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Meeting Schedule

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

Liberty Maritime continued from page 3

The TTD said the violation of the CBA "not only damages the working relationship between M.E.B.A. and Liberty, but disrespects the loyal union members who have worked to maintain Liberty as a viable vessel operator. This behavior is counterproductive to growing our nation's maritime sector." The Union also has discussed the Liberty violation with the appropriate federal agency and successfully pursued Article XX sanctions.

In addition, the company has made an effort to scuttle contract reopener negotiations with the Union prompting M.E.B.A. to make a filing with the Federal District Court for the District of Columbia. We are asking for a declaratory judgment and to compel arbitration as required by the CBA.

The PEACE visited Baltimore in late November and was met by an M.E.B.A. contingent at the Fairfield Terminal which highlighted the Liberty violation. From left to right are Baltimore Dispatcher Jamie Butler, Steve Jablonski, Tom Rogers, Nick Milosevic, Michael Slonaker and Matt Hare. Dru DiMattia took the photo.

Our deck and engine officers onboard ship in the properly-crewed Liberty fleet are distressed by the ongoing acrimony but continue to demonstrate the highest professionalism and are doing a great job. In L.A. onboard the LIBERTY PRIDE are (l-r) are Branch Agent Rich Doherty, Captain Mark Bostick, Chief Mate Rafal Sluborski, C/E Thomas Zysk, 1st A/E Nicholas Wojcik, 3rd A/E Joseph Allotey, Third Mate Michael Proia, Patrolman John McElhone and 2nd A/E Andrew Stamm (kneeling). Not pictured is Second Mate Owen Philbin.

Members in Jacksonville publicized Liberty's duplicitous techniques as they met the ship at the Blount Island terminal.

Faces around the Fleet

M.E.B.A. was a sponsor for the 75th anniversary cruise of the SS JOHN W. BROWN, the celebrated Liberty ship berthed in Baltimore. M.E.B.A. engineers crewed up the ship and ensured a smooth and enjoyable experience for all aboard. The BROWN carried out 13 missions during WWII transporting critical wartime cargo and American troops. M.E.B.A. engineers on the Anniversary cruise included (l-r) Executive C/E Joe Cadden, 1st A/E Barry Van Vechten, C/E Mike Fanning and 2nd A/E George Cornelius.

Alaska member George Poor went fishing just for the halibut and got away with quite a haul.

Frederick Ebers sent this one in of members in the cargo control room onboard the Excelerate vessel LNGRV EXCELLENCE. Left to right are Phil O'Connell (p.i.c.), Paul Greubel (p.i.c.), Frederick Ebers (4th) and Bryan Nelson (3rd). The ship was in Hodeira, Israel at the time.

At Anchor: Recent Retirees

Shifting into Reduced Operating Status

David B. Barnes
John J. Brian
John J. Brooke
Peter H. Brown
William Buckley
Kenneth R. Bunn
Robert A. Burns
Michael J. Clancy
Carl P. Clark
Michael C. Collinsworth
Alton B. Crumpler
Fernando L. Davis
Steven R. Day
Michael R. Derringe
Michael J. Douglas
Anthony V. Dresden
Jeffrey W. Engel
Peter Fileccia, Jr.
David P. Fitzgerald
Paul E. Franks
Matthew G. Galle
Nikola Gambiraza
Joseph G. George
Lawrence J. Godek
Rodney Gregory
John T. Hall
Jimmy R. Hardin
Rita Harrington
William H. Hibbard
William P. Hill, Jr.
Eric Jakobsen
Darel K. Jenkins
Ray M. Jones
Stephen A. Jones
Munawar P. Karim
William F. Kenneweg
William T. Kolb
Barry S. Krasner
James F. Lackey III
Nelson E. LeClair
David E. Lindeman
Eric L. Linderholm
Michael G. Murphy
Eugene S. Myers, Jr.
Juri Novozilov
Mark E. Nowak
George P. Poor
Douglas B. Puritis
Timothy A. Remington
Daniel P. Rhodes
Michael G. Richardson
Perry R. Seyler
Robert Stevenson
Matthew St Peter
Arthur H. Sulzer
Witold A. Szyfter
George P. Tebbe
Michael T. Terelak
David S. Tettleton
David Thelander
Dale K. Thomas
Robert S. Thomas
William R. Thomas
Peter E. Tsarides
Stephen T. Wessling
Mark A. Williamson
David F. Wright

Volunteering on the S.S. Jeremiah O'Brien

By Augustine (Gus) del Valle

A great number of amazing volunteers keep this historic ship seaworthy allowing new generations to better understand the sacrifice and contributions of American merchant mariners. Some of them in the photo include Phillip O'Mara (shipkeeper), Steven Yoshi (office staff, creative marketer), David Winter (port engineer), Kyle Day (shipkeeper & overnight programs director), Matt Lasher (executive director NLSM), Patrick Buttner (retired Master of SS JOB), Steve Wright (shipkeeper), Cevan LeSieur (Master) Jon Eaton (Chief Engineer), Bob Jarvis (deckhand - likes working aloft), Seth Adams (M.E.B.A. 3rd A/E, Joan Rafael (deckhand - winch operator), Cori Abelove (sound engineer), Patrick Maples (Asst. Port Engineer, Bianca Nadira (drydock expert), Molly Paul (port engineer) and Mike Schindler (M.E.B.A. engineer). So many others not mentioned in this article have been invaluable including Peter Gedney, Todd Simonse, Mike O'Callaghan, Vasile Tudoran and John Starr, although there are too many to mention everyone.

(Photo credit: Jim Hafft)

The U.S. Merchant Marine began its existence when Jeremiah O'Brien took command of the Massachusetts vessel UNITY and forced surrender of the British schooner HMS MARGARETTA in June 1775, the first time British Naval colors were struck to those of the United States. Named for the first captain of the U.S. Merchant Marine, the Liberty ship S.S. JEREMIAH O'BRIEN, like her namesake, stepped up to the plate in another war making 11 trips to Normandy from England in support of allied troops during D-Day.

Launched in Portland, Maine on June 19, 1943 after a swift 56-day construction, the O'BRIEN served the war effort until layup at the Suisun Bay mothball fleet in 1946 for 33 years then was finally rescued in 1979 for refurbishing and historic preservation. Restored to working condition by volunteers, she sailed once again to Normandy in 1994 for a historic 50 year commemoration of the June 6, 1944 D-Day landing.

On her 15-day transatlantic return trip from Normandy, the O'BRIEN stopped at her birthplace in Portland, Maine for "the most nostalgic leg of the historic voyage," according to David Aris, a British volunteer and crewmember of the 1994 voyage, where she was greeted by the Association of

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Jeremiah O'Brien continued from page 7

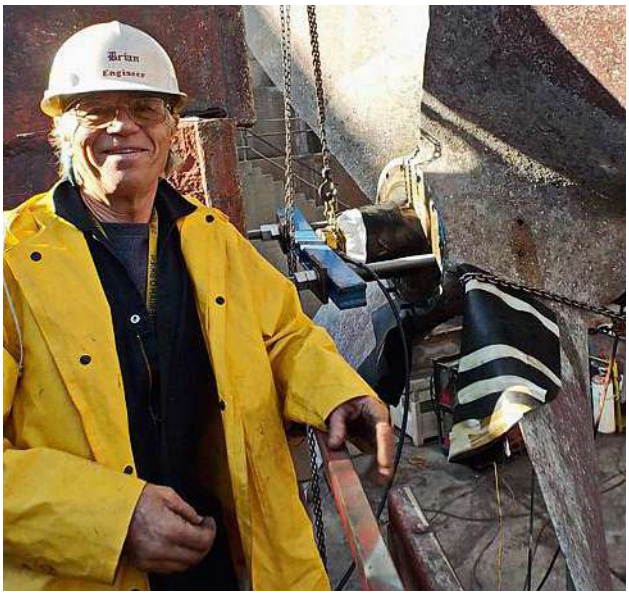
Veterans of the New England Shipbuilding Corporation. At the Portland reception "elderly members of the Association pointed out their own personal workmanship and showed how very proud they were of their product," Aris affirmed.

Arrival in her home port of San Francisco, September of 1994, greeted the O'BRIEN with, according to Aris, a "… rapturous welcome for 'their' ship as we steamed slowly under the Golden Gate Bridge…thousands of multicolored carnations were dropped onto our decks; we were escorted by an armada of small boats, ferries, Coast Guard cutters, tugs and fireboats to our downtown berth where bands played and a ticker tape parade honoring the crew took place through the financial district of this great city."

Today unpaid volunteers continue the example of Captain Jeremiah O'Brien by taking charge in maintaining and sailing the ship named in his honor, now designated a National Historic Landmark and one of only two remaining operational Liberty ships out of the total 2710 built. The other is the venerable S.S. JOHN W. BROWN docked in Baltimore.

M.E.B.A. retirees like Dave Winter, former APL Chief, and Jon Eaton, former Matson Lines chief, now serving respectively as the O'BRIEN's Port and Chief Engineers, ensure smooth vessel operations. Dave and Jon work together with other dedicated volunteers in San Francisco Bay to keep the O'BRIEN sailing for tourists, our national historic legacy and a reminder of the vital role played by the U.S. Merchant Marine in foreign wars.

Volunteers like Bruce Reilly, an Australian ex-Chief Engineer, who treks from Sydney annually to stay for weeks contributing talent and a youthful work ethic that belie his



Brian Bender doing an inspection during a drydock prop removal.

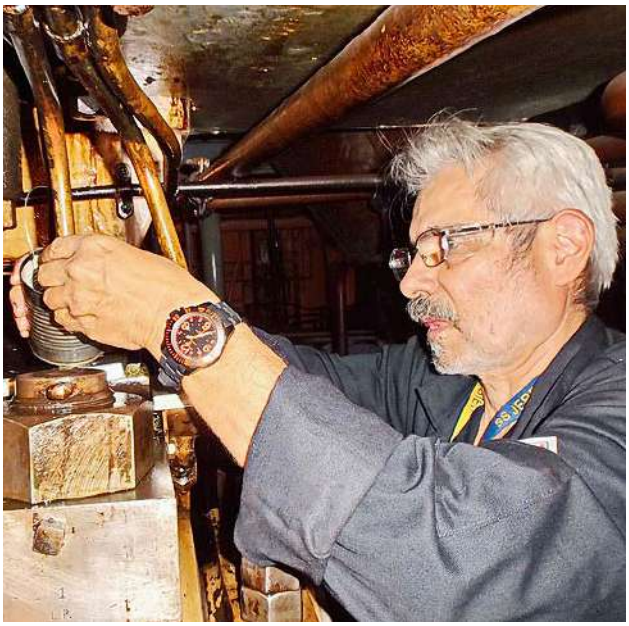
Bruce Reilly came from "down under" to go down below the JOB. He's seen here at the engine order telegraph in the engine room.

76 years, make the O'BRIEN seem like home and family for many unpaid volunteers. Bruce generously lends his considerable expertise in the engine room and even finds time for painting where needed on the vessel during his extended visits away from Australia.

And Brian Bender, former M.E.B.A./Chevron Chief Engineer, with a youthful energy always seems like he turns up at several places all at once leading engine room operations and maintenance. Johann Verhoek (at 84 years old!) and his brother Nick, from The Netherlands, provide teaching and expert knowledge to younger volunteers that may one day be lost unless new people pick up where those like Johann lead the way.

"When Johann says do it this way, then do as Johann says like it's gospel truth," advises Brian Bender in respect of Johann's impressive experience. Another old hand, Peter Ouberg also from The Netherlands, with a handlebar mustache and a charming European accent, supplies authority and a confident flair in the fireroom. Some younger volunteers, still in the workforce, also regularly turn up in the engine room such as Devin Montalbano, a 9-year veteran volunteer starting in his teen years, who also aspires to his 3rd Assistant's license and shows an impressive grasp of marine engineering. Devin leads many of the volunteer crew oiling and prepping the engine on cruising days.

October Fleet Week festivities in San Francisco this year brought tourists flocking to the O'BRIEN, many standing in long lines during Bay cruising to visit the working engine



Your intrepid article author Gus del Valle cleaning wicks which assists the lubrication of the engine room crosshead bearings (that connect the piston rod to the connecting rod).

Fantail of the JEREMIAH O'BRIEN in drydock.

room. Tourists ogled in wide-eyed awe as the vintage triple expansion steam engine with an open crankcase turned the propeller at 65 rpm full ahead. Thanks to efforts from volunteers such as Brian Bender, the engine, with recent bearing work completed seemed almost fresh from the factory. Over 900 tourists sailed the Bay on October 7th and nearly as many the next day brought much needed revenue for maintaining the vessel.

But not all volunteers hail from a maritime background, marine engineering or have even been to sea. Many, possibly most, from diverse backgrounds in small businesses, the food industry, secretarial work and other areas feel the lure and romance of the vintage ship with its celebrated history and nostalgic aura. One can almost expect Humphrey Bogart to emerge in the passageway from the movie "Action in the North Atlantic" given the 1940s naval architecture.

A female volunteer deckhand, Cori Abelove, wandered the engine room after shutdown the last day of Fleet Week, gazing affectionately at the engine and describing it as "beautiful" in a reverent, hushed tone. Cori also manned the galley some days during the recent drydocking in November cooking dinner for volunteers who came and went at the shipyard as their time allowed.

Many previously non-maritime volunteers have earned their "Fireman/Watertender" and/or "Oiler" endorsements because of the O'BRIEN's designation as a training vessel for such purpose by the Coast Guard. Volunteers take time off jobs or use precious vacation days just to spend time on the O'BRIEN cooking meals in the galley, acting as docents, cleaning up, painting or learning to fire the boilers and oil the engine. New and longtime volunteers help create a positive mood of friendship, cooperation and infectious camaraderie.

"Some might call this work, but it's always great fun with no regrets after all these years!" exclaimed John C. Rodgers, acting 1st Assistant and 25-year veteran volunteer. John's attitude pervades the volunteer crew and on cruising days on the Bay a festive atmosphere literally takes over among volunteers and tourists alike with good food and music on deck.

The O'BRIEN resided at Mare Island shipyard in California during October/November for much needed maintenance and inspection at a considerable cost for a museum ship. The hull received sandblasting and fresh coats of paint, rudder bushings replaced, tanks inspected, the gangway repaired and many other projects progressed with generous hands-on assistance from volunteers, as well as monetary contributions and revenue from an admiring public visiting the vessel at its home dock, Pier 45 in San Francisco. Mare Island Shipyard also contributed a substantial tonnage of cement blocks for ballast.

New volunteers are always welcome and the need remains an ongoing high priority, especially for licensed officers, to lend their knowledge and some elbow grease for support of this national and maritime treasure. And with an annual budget in excess of a half million dollars, contributions

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help fuel the hefty costs of ongoing maintenance and upkeep. The 5-year required drydocking alone can approach almost 2 million as the recent stay at Mare Island Shipyard demonstrated.

Hopefully, with enough contributions and especially more licensed engineering volunteers the O'BRIEN might make history once again at the 75th Normandy commemoration in 2019. Yes indeed, to participate in such an historic voyage, in the tradition and footsteps of those who bravely sailed in WWII would be quite a tale, a sea story to regale the grandkids with in future years. We can fervently aspire to that - but only new volunteers can make it happen.

After 11 years ashore operating a power plant, this M.E.B.A. pensioner (retired 2006) and author of this article recently signed up as a new volunteer and found a great way to enrich an already full and busy retirement. Making new friends, seeing old faces from the union hall and reconnecting with former shipmates brings back memories and satisfies a nostalgia for the 1940s and the way things used to be done in the historic engine rooms of yore.

Working at a power plant supplied a good wage but ships, like people, have a personality especially a grand old vessel like the S.S. JEREMIAH O'BRIEN. After all, we refer to ships as "she" for a good reason, because they take us to new places and participate in our history, sometimes a fabled history; they evoke adventure, world travel and romance. And like the Liberty ships, they can remind us of sacrifices made and the past crews that continue to roam their passageways in spirit. After 11 years at a shoreside power plant this writer has returned to the U.S. Merchant Marine as a volunteer on the S.S. JEREMIAH O'BRIEN and it feels good to come back home.

Contact the S.S. JEREMIAH O'BRIEN for volunteer inquiries and contributions at her website https://www.ssjeremiahobrien.org/, email: liberty@ssjeremiahobrien.org or call (415) 544-0100.

JEREMIAH O'BRIEN Chief Engineer Jon Eaton (r) is an M.E.B.A. retiree. He's seen here with M.E.B.A. Port Engineer Chris Thomas. Chris is an active M.E.B.A. member working with Matson who assisted with work on the O'BRIEN. Dave Nolan (not pictured) former M.E.B.A. C/E and Executive V.P. (currently with Patriot) has also volunteered his time and skills to the JOB.

The Dutch Boys - Johann Verhoek (at left) and Peter Ouberg have a lot of combined knowledge about how to do things on the O'BRIEN and make sure the younger volunteers do it the right way.

The JEREMIAH O'BRIEN. Berthed at San Francisco's Pier 45, Fisherman's Wharf, volunteers keep this historic WWII ship afloat, one of only two operational Liberty ships today.

Hurricane Maria had Americans Fighting against Their Best Interests

Jones Act Armada Delivers despite a Flurry of Fake Facts

To the great glee of foreign interests, Jones Act fabrications were flying fast and furious in the wake of Hurricane Maria, and well-intended but ill-informed bloggers and talking heads were gobbling it up. As you know, the Merchant Marine Act of 1920 – known as the Jones Act – requires, among other things, that vessels used to transport cargo and passengers between U.S. ports be owned by U.S. citizens, built in U.S. shipyards, and manned by U.S. citizen crews.

The Jones Act is vital for national, economic and homeland security and for retention of a U.S. Merchant Marine. But that didn't seem to matter to many when Hurricane Maria made landfall in Puerto Rico on Sept. 20 as a Category 4 storm. Maria knifed through the heart of the U.S. territory at 155 miles an hour wiping out 80% of the country's crops, robbing Puerto Rico of its power and wrecking an inordinate amount of homes and livelihoods with its appalling trail of destruction.

Opportunistic Jones Act opponents reared their ugly heads and used the Puerto Rico devastation to mislead the public into believing the statute hampered relief aid to the island. A flurry of Jones Act hit pieces manipulated the average Joe into believing that thousands of Puerto Ricans were starving because a shipping law was preventing aid from reaching the island. Not surprisingly, their blood began to boil.

Mainstream media reports casually spewed falsehoods about the Jones Act making unsuspecting Americans believe the Act prevents foreign-flag shipments to Puerto Rico doubling the price of goods to the island. Poorly researched news articles were parroted by well-meaning but gullible citizens outraged by the lies they believed. The Act was portrayed as an "antiquated" sweetheart protectionist measure for fat-cat shippers and unions which has driven up Puerto Rico's debt. Several repeal and long-term waiver bills were then introduced in Congress and online petitions fooled people into supporting a Jones Act repeal. Unsurprisingly, perennial Jones Act opponent Sen. John McCain (R-AZ) used the opportunity to co-sponsor a bill to permanently repeal the Jones Act for Puerto Rico.

But it was all based on a lie - although the wrong-headed mistruths were cheerfully mimicked by interests that would benefit if U.S. maritime jobs were handed to their foreign counterparts.

To be clear, there was no lack of U.S.-flag vessels delivering relief supplies to the island including food and water, equipment to restore the power grid, building materials as well as FEMA and Red Cross relief cargoes. However there were major difficulties distributing the received aid throughout the country because of inaccessibility and ruined or inadequate infrastructure.

Reports out of Puerto Rico confirmed that days after the storm, 10,000 containers were stacked up at the port in San Juan with no immediate answers for their dispersal throughout the country to needed recipients. Maritime Administrator Rear Admiral Mark Buzby noted that Jones Act shipping was largely responsible for delivering the "iron mountain" of containers stacked up at the port.

Puerto Ricans have reflexively embraced that the Jones Act is the source of the island's economic woes and continually call for a Jones Act exemption.

A flawed (biased) 2012 government-sponsored study authored by two local economists argued that the Jones Act essentially caused the island's economic woes and unnecessarily inflates prices. But a near year-long examination into the issue by the non-partisan Government Accountability Office (GAO) debunked many of the claims in the Puerto Rico report and stated that a repeal would devastate the U.S.-flag fleet and undermine national

Sunrise Operations (Pasha) deployed the SS HORIZON SPIRIT out of the Honolulu-Oakland run to provide Jones Act support to Puerto Rico as the island recovers. From left to right in front are 1st A/E Derek Tuttle, a local San Juan musician and DEU Edrick "Spoon" Weatherspoon. In back (l-r) are Day 3rd Jeff Burford, Chief Engineer Tom Dewhirst and 2nd A/E Brian Flynn.

Without the Jones Act there is little hope of a viable U.S.-flag Merchant Marine. This country would have to rely on flag-of-convenience vessels paying their foreign mariners substandard wages. [*Photo credit: Mark Engberg*]

The loss of the Jones Act would surrender the last vestige of American commercial seafaring to our foreign counterparts. This country will rely on foreign mariners to transport war materiel and sensitive cargoes overseas. In this file photo onboard the OVERSEAS NEW YORK are (l-r) C/E Ben Jones, 3rd A/E Christian Collins, 1st A/E Stefan Stein, 2nd A/E Eric White and Cadet Nick Oliver.

security. Interestingly, the Virgin Islands, another U.S. territory, is exempt from the Jones Act yet faces much higher consumer prices than Puerto Rico. In addition, an analysis showed that it is "40% more expensive to ship goods from the U.S. mainland on foreign vessels to the U.S. Virgin Islands than on Jones Act vessels to Puerto Rico."

A sparsely attended November 19 march on Washington DC called for the revocation of "unjust laws that have been systematically oppressive and crippling to the people of Puerto Rico and the socio-economic growth" and singled out the Jones Act as the perpetrator. Organizers said the Jones Act has fomented "an economic imbalance that has created the island's debt crisis. Unless the Jones Act is permanently eliminated, Puerto Rico's recovery will be anemic." Puerto Rico is reeling under $73 billion in debt. Literature forwarded by event organizers enticed rally-goers to attend by using misleading information regarding the Act and forwarding the fiction that foreign ships cannot trade with the island without penalty.

The Jones Act doesn't restrict foreign vessels from delivering to Puerto Rico in the first place. The Government Accountability Office (GAO), in a 2013 report, said that 2/3rds of vessels serving Puerto Rico are foreign-flagged. That competition also serves to keep prices reasonable for a freight-dependent island.

Larry Willis, President of the Transportation Trades Department, AFL-CIO (TTD), representing 32 affiliated transport unions, including the M.E.B.A., weighed in about the ill-conceived scapegoating of the Jones Act for Puerto Rico's economic crisis. He pointed to the 2013 GAO report that refused to embrace that faulty line of logic and said that "pricing information submitted to Congress shows Jones Act rates to Puerto Rico are comparable, and sometimes lower, than foreign shipping rates to nearby Caribbean islands. He also noted that, "The economic problems facing Puerto Rico are caused by Congress' failure to provide real fiscal relief and an economic stimulus package the territory needs, and have nothing to do with the Jones Act."

"Furthermore, the Jones Act ensures delivery of perishable goods by providing reliable, dedicated service between the mainland and Puerto Rico while foreign ships navigate multi-stop trade routes. According to the GAO, this crucial service is not likely to be replicated by foreign ships if the Jones Act were repealed."

He noted that scrapping the Jones Act would allow foreign "flag of convenience" ships to muscle in on U.S. trade and jobs, imperil the U.S. military's sealift needs and endanger national defense. "Repealing this law will lead to the outsourcing of good-paying American jobs, paving the way for foreign shippers to cherry-pick crews from countries where labor and wage laws are lax."

M.E.B.A. and the U.S. shipping industry are working hard to counteract the lies and make sure people understand, especially Members of Congress, that the Jones Act is vital for national security and for retention of a U.S. Merchant Marine. M.E.B.A. Headquarters is strategically located on Capitol Hill and the opportunity has been seized during every visit with lawmakers to reemphasize the importance of the Merchant Marine Act of 1920 and its direct applicability to national defense.

You can aid the cause too. Let your elected representation know the truth and refute those people who have been bamboozled into supporting the arguments of foreign interests. Take five minutes and tell your Congressional delegation how critical the Jones Act is for U.S.-flag shipping. Visit https://tinyurl.com/JonesActLetter to sign on to a ready-made, modifiable pro-Jones Act letter that can be sent to your specific set of lawmakers a few clicks later.

With all the lies and misinformed anti-Jones Act nonsense that has fouled the waters in the wake of Hurricane Maria, five minutes of your time can really make a difference.

Along with the blight on our U.S. flag fleet and American mariners that would transpire from a Jones Act repeal, the negative implications on the nation's security would be inestimable. The U.S. Coast Guard and Customs and Border Protection (CBP) are already overburdened with current enforcement requirements. A repeal would open the floodgates for foreign vessels and mariners on our coastlines and inner waterways necessitating a nightmare array of concerns that those agencies aren't equipped to contain. Coast Guard Commandant Adm. Paul Zukunft has noted that, "If we have foreign-flag vessels doing coastalized trade, what are the safety standards, what are the maritime pollution…standards, how are they in compliance with the same standards that we apply to our U.S. fleet? I think, at the end of the day [a weakening of the Jones Act] will put our entire U.S. fleet in jeopardy," the Commandant noted.

The M.E.B.A. legislative department, in alliance with maritime industry proponents, remain vigilant against attacks on U.S.-flag interests and will continue to fight against such incursions. M.E.B.A. members, retirees and applicants can help assist our battle to preserve U.S.-flag mariner jobs by supporting the M.E.B.A. Political Action Fund. Visit your local Union hall or use the M.E.B.A. website to make a contribution. Without strong advocacy on behalf of the Jones Act, the statute could be legislated out of existence and with it – any hope for a viable U.S.-flag Merchant Marine and the requisite American mariners to ably serve this country in peace and war.

The M.E.B.A. and American Maritime Congress recently took part in a maritime labor meeting with Transportation Secretary Elaine Chao who has been strong in her defense of U.S.-flag shipping and has been a real influence for our issues at the White House. The Jones Act is an issue that should resonate favorably with the President in step with his 2016 election campaign.

In the most extreme case, the Department of Homeland Security can grant a limited Jones Act waiver when it is in the interest of national defense. The U.S.-flag shipping industry has **no objection** to a limited waiver of the Jones Act in an exceptional situation if U.S.-flag bottoms are not available. But a week after Hurricane Maria's onslaught, DHS indicated a waiver was unnecessary since there was sufficient U.S.-flagship capacity and that that any limitations to Puerto Ricans receiving shipped supplies involves "port capacity to offload and transit - not vessel availability."

But shortly after the phony backlash against the Jones Act following Hurricane Maria, so many Jones Act neophytes, erroneously believing the statute was causing mass casualties, screamed for a Jones Act exemption. The White House had previously decided (correctly) that a Jones Act

The Interlake Steamship Co. vessel LEE A. TREGURTHA downbound in the St. Clair River. Without the Jones Act, we will need to put our faith in foreign vessels with foreign crews as they move into the Great Lakes and our inland waterways carrying sometimes volatile cargoes. [Photo credit: Dan Barthel.]

waiver in the Puerto Rico case was not necessary, but a day later it was announced that a 10-day Jones Act waiver would be granted for Puerto Rico. When the waiver expired a week and a half later – having made no difference – it was not renewed. DHS spokesperson David Lapan said, "We believe that extending the waiver is unnecessary to support the humanitarian relief efforts on the island."

Soon after, the House Transportation & Infrastructure's Coast Guard & Maritime Transportation Subcommittee hosted a hearing that helped corroborate that the Jones Act – in no way – impeded Puerto Rico relief efforts. Subcommittee Chairman Rep. Duncan Hunter (R-CA), who was one of the first Congressional members to endorse Donald Trump in the 2016 election, noted that tens of thousands of U.S. vessels traverse the nation's interior waterways. He declared, "I'd like to ask the American people if they agree that we should have Yemenis, Pakistanis, Egyptians…Iranians…operating barges and carriers in our inland waters carrying chemicals…fuels…coal…gases… carrying things that are explosive. If you want a foreign company with a foreign-crewed ship – that you have no idea where they come from – operating on your waterways and bringing highly explosive deadly things to your ports every single day on the inland waterways – getting rid of the Jones Act would allow that."

"If the President stands for the American worker," Rep. Hunter thundered, "and if the President stands for American jobs and national security – which he has said over and over that he does – then what he did [waiving the Jones Act] was a mistake and he won't do it again and instead of lambasting the Jones Act or waiving it, he'll be standing up for it in his next speech."

To which Subcommittee Ranking Member John Garamendi (D-CA) proclaimed, "Amen."

Calhoon M.E.B.A. Engineering School - 2018 Course Schedule
– M.E.B.A. Members

ADVANCED FIRE FIGHTING
(1-Week Course) 10 students maximum
April 23 – April 27
October 29 – November 2

ADVANCED METEOROLOGY
(1-Week Course) 6 students maximum
February 12 – February 16

ADVANCED PIPE WELDING
(2-Week Course) 6 students maximum
December 3 - December 14

ADVANCED SHIPHANDLING
(2-Week Course) 6 students maximum
March 5 – March 16

ADVANCED STABILITY
(1-Week Course) 6 students maximum
February 19 – February 23

BST REFRESHER
(1-Week Course) 12 students maximum
February 26 – March 2
March 12 – March 16
April 9 – April 13
May 7 – May 11
June 11 – June 15
August 6 – August 10
September 10 – September 14
November 5 – November 9

BST REVALIDATION
(1-Week Course) 16 students maximum
January 29 – February 2
March 5 – March 9
April 16 – April 20
May 14 – May 18
June 4 – June 8
June 18 – June 22
August 20 – August 24
August 27 – August 31
October 1 – October 5
October 22 – October 26
November 12 – November 16
December 3 – December 7

CMEO
(1-Week Course) 12 students maximum
March 12 – March 16
May 14 – May 18
October 1 – October 5

CONTAINER REFRIGERATION
(2-Week Course) 10 students maximum
February 5 - February 16
October 29 – November 9

DAMAGE CONTROL / CBRD
(1-Week Course) 12 students maximum
January 22 – January 26
March 19 – March 23
May 21 – May 25
August 13 – August 17
October 15 – October 19
December 10 – December 14

DIESEL ENGINEERING
(6-Week Course) 12 students maximum
April 9 – May 18
September 10 – October 19

ECDIS
(1-Week Course) 12 students maximum
February 5 – February 9
November 12 – November 16

ENGINE ROOM RESOURCE MANAGEMENT
(1-Week Course) 24 students maximum
February 5 – February 9
September 17 – September 21

GAS TURBINE ENGINEERING
(4-Week Course) 12 students maximum
March 5 – March 30
September 10 – October 5

INDUSTRIAL NETWORKING
(1-Week Course) 12 students maximum
May 14 – May 18
August 27 – August 31

INSTRUMENTATION
(2-Week Course) 12 students maximum
February 26 – March 9
October 1 – October 12

LEADERSHIP & MANAGEMENT
(1-Week Course) 24 students maximum
January 29 – February 2
September 10 – September 14

MACHINE SHOP PROFICIENCY
(2-Week Course) 12 students maximum
February 26 – March 9
April 30 – May 11
August 20 – August 31

MARINE ELECTRIC PROPULSION/ HIGH VOLTAGE SAFETY
(2-Week Course) 12 students maximum
March 5 – March 16
May 7 – May 18
August 13 – August 24
October 8 – October 19

MEECE
(1-Week Course) 24 students maximum
April 16 – April 20
November 26 – November 30

PROGRAMMABLE LOGIC CONTROLLERS
(1-Week Course) 10 students maximum
February 5 – February 9
June 4 – June 8
August 6 – August 10
November 5 – November 9

QUALIFIED ASSESSOR
(3-Day Course) 24 students maximum
February 5 – February 7
March 19 – March 21
April 9 – April 11
August 20 – August 22
September 10 – September 12
November 26 – November 28

RADAR RE-CERTIFICATION
(Examination Only)
Scheduled by Appointment

REFRIGERATION
(3 -Week Course) 10 students maximum
April 30 – May 18

SHORE-POWER METERING MANAGEMENT & POWER QUALITY
(1-Week Course) 12 students maximum
March 26-30
April 9-13

SMALL ARMS
(1-Week Course) 8 students maximum
March 5 – March 9
April 30 – May 4
June 4 – June 8
July 30 – August 3
September 10 – September 14
October 8 – October 12

STEAM ENGINEERING
(6-Week Course) 12 students maximum
October 8 - November 16

TANKERMAN DL
(1-Week Course) 12 students maximum
January 8 – January 12
April 16 – April 20
June 4 – June 8
October 1 – October 5
December 3 – December 7

TANKSHIP - LNG
(2-Week Course) 12 students maximum
July 30 – August 10

TIG WELDING
(2-Week Course) 6 students maximum
September 24 – October 5

VESSEL SECURITY OFFICER
(1-Week Course) 12 students maximum
April 30 – May 4
August 20 – August 24

VESSEL PERSONNEL WITH DESIGNATED SECURITY DUTIES (VPDSD)
(2-Day Course)
Scheduled by Appointment

VISUAL COMMUNICATIONS (Flashing Light)
(Examination Only)
Scheduled by Appointment

WELDING
(4-Week Course) 12 students maximum
January 8 – February 2

WELDING PROFICIENCY
(2-Week Course) 12 students maximum
February 12 – February 23
March 12 – March 23
October 22 – November 2

ENROLLMENT PERIODS

- For classes held during July 1 to December 31, applications are accepted starting Tuesday, May 1, 2018.

Calhoon MEBA Engineering School

27050 St. Michaels Rd., Easton, MD 21601 • Phone: (410) 822-9600 • Fax: (410) 822-7220
Email: applications@mebaschool.org • Web Site: www.mebaschool.org

APPLICATION FOR 2018 COURSE ATTENDANCE

OFFICE USE ONLY
Student ID # _____
Admissions _____
Registrar _____

COMPLETE ALL SECTIONS and READ ENTIRE APPLICATION BEFORE SIGNING. Please use PEN and PRINT all information NEATLY and LEGIBLY. Photocopy as necessary for submission.

SECTION I - Contact Information

Name: _____ _____ _____ Social Security #: _____
Last First M.I.

Address: _____ _____ , _____ _____
Street City State Zip Code

Email: _____ Primary Phone #: _____ Alt. Phone: _____

SECTION II - Employment Information

❑ Engineer ❑ Mate / ❑ Active MEBA Member ❑ MEBA Retiree

All employer for which you worked during the last 6 months.

_____ Vessel Name _____

How does the requested class relate to your current or future employment?

_____

SECTION III – Housing Information

I request a ❑ Non-Smoking Room ❑ Smoker's Room My spouse ❑ will ❑ will not accompany me.

Number of children that will accompany me _____ List children's ages _____/_____/_____/_____/_____

SECTION IV – Course Selection *(IMPORTANT – Check only ONE COURSE per application)*

Deck Courses	❑ Diesel Engineering	❑ Shore Power	❑ Damage Control / CBRD
❑ Advanced Meteorology	❑ Engineroom Resource Mgmt	❑ Steam Engineering	❑ Leadership & Management
❑ Advanced Shiphandling	❑ Gas Turbine Engineering	❑ TIG Welding	❑ Qualified Assessor
❑ Advanced Stability	❑ Industrial Networking	❑ Welding	❑ Small Arms
❑ ECDIS	❑ Instrumentation	❑ Welding Proficiency	❑ Tankerman DL
	❑ Machine Shop Proficiency		❑ Tankship LNG
Engineering Courses	❑ Marine Elec. Prop./HV Safety	**General Courses**	❑ Vessel Security Officer
❑ Advanced Pipe Welding *	❑ MEECE	❑ Advanced Fire Fighting	
❑ CMEO	❑ PLC	❑ BST Refresher	New/Unlisted Course (Indicate below)
❑ Container Refrigeration	❑ Refrigeration	❑ BST Revalidation	❑ _____

***Students signing up for the Adv. Pipe Welding course must have successfully completed the CMES 4-week Welding course or the Proficiency Practical within the last two years.**

For course starting dates, see the current *Course Calendar*. The *School Web Site* lists descriptions, prerequisites and other important course details.

Enter the STARTING DATE of the course you have selected above: _____

If you are submitting multiple applications (maximum of 4), please indicate the priority of this application: ____ *of* ____

After your course application has been processed, you will receive by email a Student Schedule. The Student Schedule will indicate one of 3 statuses for each course listed: (1) Registered, (2) Standby, or (3) Dropped. You will receive an updated Student Schedule if your status for any course changes. You are considered enrolled in any class for which you have a Registered status unless the Registrar's office receives notification to the contrary. If you are unable to attend an upcoming class for which you are registered, you **MUST** contact the Registrar no later than 2 weeks **PRIOR** to the start date of the class.

❑ I have read and understand all of the provisions and eligibility requirements stated on the following page of this application.

❑ I hereby certify that all the above statements are true and correct to the best of my knowledge and belief.

❑ I understand that if I make false statements and collect money fraudulently from the MEBA Training Plan, I am liable to expulsion from the Union in accordance with the provisions of the Constitution.

❑ I understand that acceptance is based on eligibility requirements and the date the application is received at the school.

❑ I understand that in order to be eligible for reimbursement, all my transportation arrangements must be made through the Plans travel agent by calling 1-877-324-6322.

DATE _____ SIGNATURE OF APPLICANT _____

Application for Course Attendance (2018).Doc Rev: 09-25-17 By: LM

M.E.B.A. Infusing the Fleet with Next Generation Mariners

Worldwide studies forecast the dire need for a massive influx of skilled mariners to meet the demands of the future. At home, the Maritime Administration and other agencies ascertain that the current pool of American mariners are sufficient to launch full-scale surge sealift efforts in time of war – but they also say there are not currently enough qualified mariners to support *sustained* surge operations.

With this in mind, coupled with the need to further infuse the M.E.B.A. ranks with even more high-quality officers to crew the ships of tomorrow, the Union has continued its emphasis on recruiting. One of the ways we attract high-caliber seafaring talent is through M.E.B.A.'s Licensed Cadet Internship program designed to help mold the next generation of M.E.B.A. mariners. It is targeted toward cadets going into their senior year and helps ease their way toward a shipping career with the Union.

80 cadets from the nation's maritime academies attended this last summer's three-week program at the Calhoon M.E.B.A. Engineering School (CMES). They were loaded up with a full itinerary as they learned more about the excellent career opportunities the M.E.B.A. presents. Many undertook Government Vessel Operations training which includes Small Arms, CBR-D, Civilian Mariner Engineering Officer (CMEO) and Damage Control. Others took advantage of the Marine Electric Propulsion/ High Voltage Safety course. Other available training for them included diesel engineering, electricity, refrigeration, welding and machine shop which assisted cadets taking proficiency testing. At the culmination of the summer program, a good number of recent graduates had already made application and set their course with the M.E.B.A.

CMES recently paid a visit to Massachusetts Maritime Academy to advance their partnership on the heels of one of the frequent recruiting missions at the School overseen by our Union hall in Boston. Right to left are Capt. Michael Burns (Mass Maritime Director, Center for Maritime and Professional Training), CMES Adjunct Instructor Barry Van Vechten, Commodore Brad Lima (Mass Maritime V.P., Academic Affairs) and CMES Academic Manager Bryan Jennings.

One of the groups at this summer's Cadet Internship Program at the CMES that took place from July 10-28. Left to right are Rachel Rothstein, Andrew Tardif, Vincent Breglia, John Watkins, Jonathan Low, Hillary Bryant, Nicholas Merola.

In the CMES Diesel Lab are Cadet Interns (left to right) Nick Balhorn, Jaleni Rodriguez, Stefan Sebach, Chris Poles, Dominic Adase, Joe Butterworth, Cameron MacLean, Mike Lyons, Ryan Humbert and Danielle Rider.

With the piston in the Diesel Lab are (l-r) William Thompson, Tanner Firiotte, Doug Berdel, Chris Ames, Pat Higgins and Chris Ferguson

Gulf Coast V.P. Erin Bertram (behind the camera) recently led a delegation of M.E.B.A. members to Texas A&M Maritime Academy for a Career Fair. Erin, as well as all three members, are A&M Maritime alumni. Left to right are Jonathan Land '17, Stephanie Blummer '08 and Ethan Barlow '13 at the M.E.B.A. booth. They discussed their experiences with the Union and talked to cadets about future opportunities for a rewarding career at sea.

Shipping Shorts

MarAd Report Details Success of Breakout '17; Warns of Mariner Shortage for Extended Action

The Maritime Administration issued its official report on Breakout 2017 – a nine-day tabletop Government fleet activation involving a virtual breakout of 61 surge sealift vessels. M.E.B.A. and the other maritime unions took part in the annual Command Post Exercise that took place from July 10-19, 2017. M.E.B.A. fulfilled its obligations quickly and efficiently during the exercise as we helped fill engine and deck officer positions on 23 Ready Reserve Force (RRF) and Military Sealift Command Surge Fleet ships managed by Patriot Contract Services, Keystone Shipping and Matson Navigation. The exercise was carried out on paper – mariners were not actually required to report to the vessels. Gulf Coast V.P. Erin Bertram oversaw M.E.B.A.'s virtual crewing efforts and relied on several Union officials who were relentless in their response on behalf of the Union including Tampa Branch Agent Adam Smith, NY/NJ Patrolman Nico Sermoneta, Oakland Patrolman Max Alper, Houston Dispatcher/Rep. Donn Reamer and Mary Starita in our New Orleans hall. Many other officials across the country assisted in this winning effort.

The exercise allows the Government to test whether the industry's workforce is capable of supporting a full-scale activation of the organic surge sealift vessels. In its report, MarAd noted the exercise went very well as they continue to fine-tune their oversight of the annual exercise and they reported "no major issues." They said "the rapid and engaged responses from the participants validates the MarAd communications process." The report concludes that the exercise demonstrated that the entire surge sealift fleet can be suitably crewed simultaneously if needed. However, the exercise only tests an initial full-scale breakout. The report notes that "sustained operations past 180 days will be a crewing challenge." This echoes concerns that MarAd and U.S. Transportation Command officials have repeatedly stressed to Congress and others – that resupply efforts following the initial surge would be problematic without further expansion in the amount of suitable U.S.-flag ships and the requisite workforce to adequately sustain such operations.

OCEAN GIANT Sails to the Top of the World

After recently completing a mission at the South Pole, the Waterman Steamship-managed heavy lift vessel OCEAN GIANT conquered the other end of the earth – the Arctic. The M.E.B.A.-crewed vessel was chartered by the Military Sealift Command and took part in Operation Pacer Goose 2017, the annual resupply mission to Thule Air Base. The remote U.S. Air Force base is located in the northern coastal Arctic region of Greenland. OCEAN GIANT spent three days in Norfolk, VA at the naval station loading 100 containers of equipment and supplies. Operation Pacer Goose is one of the Arctic outpost's few sources of food, spare parts and other manufactured goods needed each year. M.E.B.A. engineers onboard the vessel for the mission included C/E William Morris, 1st A/E Ed Taylor and 2nd A/E Nicholas Berner.

Even though temperatures were freezing, summer is the only time of year that the ice is thin enough to break through. OCEAN GIANT rendezvoused with the oil tanker MT MAERSK PEARY, which was loaded with fuel for Thule. The ships also

continued

The American Maritime Congress visited with New Jersey Congressman Donald Norcross to make sure he had a Merchant Marine seal in his Congressional office where the other services are represented. In addition, the 3rd term Democrat will show off this APL ship model in his office, on loan from AMC, and presented to him by APL's Tim Perry (at left). The Congressman was born and raised in Camden, NJ and represents Camden County (1st District). AMC President Jim Caponiti (at right) and AMC Policy Director Fair Kim (off camera) had a great meeting with Rep. Norcross who is a strong supporter of U.S.-flag shipping.

The new Maritime Administrator is on the job at MarAd and welcomed U.S. shipping interests at a ceremonial swearing-in. M.E.B.A. President Marshall Ainley (l) and MM&P President Don Marcus (r) are enthused with the selection of Mark Buzby (center) as the new MarAd boss having had an excellent working relationship with the Rear Admiral when he served as Commander of the MSC.

removed all of the base's solid waste and non-repairable equipment for return to the U.S. "OCEAN GIANT's merchant mariners run lean and mean," said GIANT Capt. Timothy Arey. "Because of the size of the crew, our mariners tend to wear a lot of hats. Our crew multi-tasks lots of different jobs which keeps the ship running efficiently."

OSG Tanker Crew Rescues Five

In July, all five hands on a sinking 25-foot pleasure craft were whisked to safety after the vigilant crew of the OVERSEAS TEXAS CITY acted quickly. The OSG-managed tanker was anchored 12 miles from the port in Galveston just after noon on July 22nd. M.E.B.A. Chief Engineer Richard Marecki, credited Captain Peter Behling with spotting the small craft taking on water about ½ a mile away. The Chief and Engine Department were notified, the Coast Guard was alerted and the TEXAS CITY launched a rescue boat. Engineers got the tanker's main engine, hydraulic system and second generator online within minutes to support maneuvering operations if needed. As the rescue boat approached, the capsized boat was still afloat with its five former occupants hanging on without lifejackets. Rescuers were able to pluck all five out of the water unscathed and returned them to the TEXAS CITY. A Coast Guard Galveston response boat later transferred the rescued passengers from the OSG tanker and brought them back ashore.

At the maritime industry's Admiral of the Ocean Sea awards ceremony in October, officers and crew of the TEXAS CITY were honored with the prestigious AOTOS Mariners' Plaque for their heroic efforts.

Matson Purchases Ship for New Marshall Islands Service

Matson Navigation added another ship to its fleet to take part in a new direct U.S.-flag service between Honolulu and the Marshall Islands. The company purchased the 707-TEU container ship MARSTAN from Sealift Inc. The vessel, built in 2000, is being converted into a geared container ship and renamed KAMOKUIKI, which translates to 'small island or vessel' in the Hawaiian language.

The ship will be fitted with two 45-ton cranes that can be joined to handle heavy lift cargoes before it is delivered to Matson in late 2017. It will be well-suited to the island trade with its small stature, two cranes, hydraulic folding hatch covers, and extreme maneuverability produced by a bow thruster and flap rudder, which allows docking without tugs. The ship is

Matson Navigation completed the purchase of the container ship MARSTAN from Sealift Inc. and will enter the vessel into a new direct U.S.-flag service between Honolulu and the Marshall Islands. Built in 2000, the MARSTAN has been converted into a geared container ship and renamed KAMOKUIKI, which translates to 'small island or vessel' in the Hawaiian language.

The GREEN RIDGE was spotted at Port Arthur, TX. The M.E.B.A.-crewed PC/TC is managed by Central Gulf.

expected to go into service in March 2018. As part of the new bi-weekly service, it will call at three ports in the Marshall Islands - Kwajalein, Ebeye and Majuro. The new service from Honolulu will deliver cargo from the U.S. West Coast to Kwajalein, Ebeye and Majuro with a transit time of approximately two weeks, depending on the West Coast port, compared to three weeks or more with the current service. M.E.B.A. has agreed to a new Memorandum of Understanding covering the vessel.

GAO Urges Momentum on Surge Sealift Fleet Recapitalization Plan

The Government Accountability Office (GAO) urged the U.S. Navy to finalize a comprehensive recapitalization plan to ensure the future viability of the nation's surge sealift and combat logistics fleets. In a recently issued report, the GAO noted that an aging fleet that is making do with out-of-service equipment, in many cases, is impacting readiness and must be addressed. These fleets include the Ready Reserve Force (RRF) and Military Sealift Command-contracted vessels as well as the MSC Civilian Mariner-crewed vessels that support Navy ships around the globe.

GAO pointed out that "an aging surge sealift fleet in which some ships are more than 50 years old, and a combat logistics force tasked with supporting more widely distributed operations (i.e., the employment of ships in dispersed formations across a wider expanse of territory), present several force structure and readiness challenges."

After studying the issue, GAO found the fleets trending downwards over the last five years. They said that over the study period, there have been more mission-limiting equipment casualties—incidents of degraded or out-of-service equipment and maintenance periods are running longer than planned. They say this indicates declining materiel readiness across both fleets.

The Navy has been looking into the issue, but GAO is recommending that Navy finalize those efforts by incorporating "leading practices for capital planning in a comprehensive sealift recapitalization plan and assess[ing] the effects of widely distributed operations on the combat logistics force."

GAO said that the average age of the surge sealift ships is nearly 40 years, and the number of those vessels reaching the end of their programmed service lives over the next decade will reduce sealift capacity by over 25 percent.

The watchdog agency said the ongoing Navy examination into the issue does not include a needs assessment or project prioritization comparing the costs and benefits of proposed investments to each other. "Without effective capital planning to ensure the availability of surge sealift capability," the GAO said, "the equipment and supplies needed by the Army, Marine Corps, and other forces may not arrive when needed, potentially hindering U.S. operations."

Since the release of the report, the Navy has announced that it "concurs" with the GAO recommendations.

Vacation Reminder: Check Your Return-To-Work Date

Members on vacation should make certain of their return-to-work date to ensure there is no conflict with your vacation when taking a job at a hall. Members should know that taking work while on vacation or receiving a paid vacation benefit – without express permission/waiver from a Branch Agent/V.P. – violates both the M.E.B.A. Shipping Rules and Vacation Plan regulations and will trigger penalties including possible loss of vacation time.

Refer to Shipping Rule #5(b) and the M.E.B.A. Vacation Plan Summary Plan Description (Pages 7-10) for reference.

Shot in the Arm for Good & Welfare Fund

Many thanks to the members, applicants and retirees and others who helped make the recent Silent Auction & Fundraiser a roaring success on behalf of the M.E.B.A.'s Good & Welfare Fund. G&W Chairman Bill Van Loo reported that the Fund raised over $6,000 that will be used to assist those in the M.E.B.A. family in times of crisis. Kudos go to Union officials across the country who helped sell raffle tickets over the last six months. We appreciate every person who bought tickets to help the Fund. In addition, Gloria Tosi, former longtime American Maritime Congress President, is especially singled out for her extremely generous donations of M.E.B.A. and nautical items that raised additional money for the G&W. The silent auction and raffle drawing took place at the Calhoon M.E.B.A. Engineering School on October

continued

M.E.B.A. Asst. Government Fleet Rep. Joe Muchulsky represented the Union at the recent Scott Taylor Victory Golf classic. Rep. Taylor (R-VA), a former Navy SEAL, represents Virginia's 2nd District which includes Norfolk/Virginia Beach. Joe is seen at left with Congressman Taylor (center) and State Senator Frank Wagner (R-VA). Joe networked at the event making sure to impress upon the lawmakers the vital importance of the U.S. Merchant Marine.

12th. Jeff Hauck, a former official and Norfolk-area retiree was the big winner in the raffle but many who attended the event walked away with terrific memorabilia and enjoyed a great night of food and entertainment en route to aiding a terrific cause.

But you don't need a raffle or star-studded entertainment-soaked event to continue supporting the Good & Welfare Fund. You can contribute all year-round! March into a Union hall and talk to an official there – or easier yet – log onto the M.E.B.A. Payment Portal from our homepage and contribute. Remember, your contributions to the fund are tax deductible so please give liberally in order to help a Union brother or sister in need.

M.E.B.A.'s Payment Portal Gets Revamp, New Functionality

The payment portal accessed from M.E.B.A.'s homepage (www.mebaunion.org) has been souped-up to allow members and applicants additional ease when making a dues or service charge payment and to assist the P.A.F. and Good & Welfare funds. Payments can be made by credit card, debit card or through a checking account. Long in demand, a recurring payment option has been installed enabling automatic quarterly payments so members can "set it and forget it" and always stay current.

You simply check the "Recurring Billing" box that appears at the top of the page when you're filling out your information to enable automatic quarterly payments. This feature is also available to support the Good & Welfare and the Political Action Fund on a monthly basis. P.A.F. is crucial for keeping U.S. shipping and the Union's interests viable in the halls of Congress. The recent hurricanes and the desire to lend assistance to members, applicants and retirees in their time of need is a good reason to support the G&W Fund.

Some M.E.B.A. bargaining unit members pay dues by the automatic Dues Check-Off (DCO) system. But when DCO members take vacation or (in the case of the Government fleet) Leave without Pay (LWOP), there are lapses in payroll where dues are not automatically submitted. Those members can go to the M.E.B.A. payment portal, select their bargaining unit on the "Check Off Catch-Up" section and make sure they remain as a member in good standing.

Finally, a "Vacation Pay" option is now available on the portal. This will prove useful for port engineers and Union officials who can now make these payments online.

Members and applicants will find the portal to be the most efficient and advantageous manner to remain in good standing and extend a needed monetary infusion to vital Union programs. You can access the electronic payment portal by visiting the M.E.B.A. homepage (www.mebaunion.org).

Strengthened Support for Staten Island Unit, AMHS Enabled Through Referendum Votes

A strong referendum turnout by members sailing in the Staten Island Ferry fleet coupled with a decisive vote will enable bolstered representation for the bargaining unit. More than 95% of eligible voting members in the ferry fleet participated in a two-week online dues equity referendum. A remarkable

Congressman John Garamendi (center) was recently presented with the Navy League's "Vincent T. Hirsch Maritime Award" to honor his outstanding leadership promoting industry issues. He is seen here with M.E.B.A.'s Oakland Patrolman Max Alper (at left) along with member Christian Yuhas.

Member Roman Kasparyan Chief Mate onboard the USNS CHARLTON, took this shot of his vessel and the USNS GILLILAND at Bayonne Dry Dock (New Jersey). The LMSRs are managed by Patriot Contract Services.

94% of voters elected to change their dues structure from the previous fixed amount per year to a percentage of their base wage. This was done to better equip the bargaining unit with a strengthened hand to fight on behalf of the members in the many challenges ahead.

Members sailing in the Alaska Marine Highway System undertook a similar referendum for their bargaining unit. Also conducted online, twice as many AMHS voting members favored the change to alter their dues structure to a base wage percentage. Bargaining unit members are encouraged to sign up for Dues Checkoff through the AMHS payroll office.

Crew Of MSC Ship Nabs Energy Conservation Honor

The Military Sealift Command fleet replenishment oiler USNS TIPPECANOE, which has been supporting her Naval Task Force in the Gulf of Aden, was honored with the Navy Energy and Water Management Award at the Platinum Level. The Military Sealift Command civilian mariner fleet is represented by M.E.B.A., MM&P and SIU.

MSC Commander Rear Admiral Dee Mewbourne sent a letter of congratulations to the vessel's Master Steven Perdue and the TIPPECANOE team noting that they "will receive a Secretary of the Navy Energy award plaque to proudly display on your ship." In learning about the award, Capt. Perdue was quick to praise the crew along with the ship's "outstanding Chief Engineer, Mr. Samuel Battles."

Chief Battles noted, "We were deeply honored to win this award and a bit surprised as we were just following the standard practices and policies set forth by MSC, along with applying basic

continued

During a drydocking of the MSC fleet replenishment oiler USNS TIPPECANOE a few years back are Chief Engineer Samuel Battles, Chief Engineer George Bentley, Principal Port Engineer (PPE) Rusty Richardson, Senior Ship Support Unit Singapore Port Engineer Berrel Goins and PPE Ray Key.

The Military Sealift Command fleet replenishment oiler USNS TIPPECANOE was recently honored with the Navy's Energy and Water Management Award at the Platinum Level. The ship's Chief Engineer Sam Battles sent in this photo of TIPPECANOE engineers repairing a diaphragm failure on an Alfa Laval evaporator. From left to right are 1st A/E Vincent Fernando, 3rd A/E Preston Banker and 3rd A/E Julio Loong.

The SLNC MOKU PAHU leaving the shipyard in Turkey ready to re-enter service for Schuyler Lines. M.E.B.A. represents the engineers onboard through our contract with Patriot.

M.E.B.A. members are deeply appreciative of Keystone's Phil Fisher (at right) for his generosity and allegiance to the industry. His substantial donation enabled a slew of training upgrades at the Calhoon M.E.B.A. Engineering School. He's pictured here with the Chairman of the M.E.B.A. Training Plan Marshall Ainley.

good engineering." He said there's no real secret for the ship's terrific results beyond the crew's dedication to energy efficiency, attentiveness and hard work. "We frequently test our injectors on the main engines and the Ship Service Diesel Generators then overhaul and replace them as they fail," he said. "We also follow the manufacturers' repair plan as closely as possible ensuring the engines are overhauled in a timely manner but also as operations permit. We also use our Diesel Doctor engine analyzer frequently to evaluate the operation of the engines and balancing the engine firing pressures and temperatures as closely as possible."

"All of the ships are burning low sulfur fuel now to cut down on the harmful emissions. However in order to operate with this fuel, the ships are now using fuel conditioner. The crew also changes the engine air filters frequently on the Turbo Chargers to help with the Fuel to Air ratio to ensure a proper burn. The crew also reclaims all of the fuel from the contaminated drain tanks and reintroduces it to the inventory that saves on consumption," Chief Battles noted.

In his congratulatory letter, RADM Mewbourne stated, "Your efforts set the example for our fleet to follow as MSC becomes more vigilant, constantly seeking ways to improve our energy conservation. Thank you for your exemplary stewardship. Keep up the great work."

M.E.B.A.'s Gulf Coast V.P. Erin Bertram (far left) was featured as a panelist at the recent Women's International Shipping and Trading Association (WISTA) industry lecture. Erin spoke about opportunities for women in the maritime industry at the event that took place at the Houston Maritime Museum.

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James Caponiti
President, American Maritime Congress

AMC Perspective

Sealift and the Global Threat

The verbal war with North Korea that Americans have been witnessing in recent months tempts one to wonder whether the United States could step up to the task during a conflict in Asia. Given China's proximity and its economic ties to North Korea, and regardless of which scenario generates military action, it's likely that any conventional war would ultimately pit South Korean and American forces against North Korea and China. Imagine such a conflict on the Korean Peninsula in 2020.

America's ability to prevail in such an overseas conflict with massive ground forces would depend significantly on the effectiveness of logistical planning and sealift readiness. Even when one considers the sizable footprint of deployed forces in South Korea and the U.S. Pacific Command, the U.S. Transportation Command (USTRANSCOM) would be faced with a formidable mission to support occupying troops and to deploy replacements, to resupply coalition bases throughout the region, and ultimately to provide heavy rebuilding equipment and food assistance to the peninsula. Simply put, the strategic value of a U.S.-flag merchant fleet and citizen mariners remains as important in the 21st Century as it has throughout history. Global trends however have presented new threats to hinder success.

A portion of America's challenge stems from the precipitous decline in recent years of the U.S.-flag deep water fleet of commercial ships, and a shrinking fleet equates to corresponding losses of viable billets necessary to maintain a civilian mariner pool large enough to meet wartime sealift demands. If this trend continues, USTRANSCOM and its component commands could be forced to scramble to develop contracts with foreign-flag carriers as may be necessary to reinforce the U.S. sealift effort. However China might be in a position to frustrate American objectives, especially with respect to a prolonged occupation of U.S. troops in such proximity to its border.

China continues an ongoing campaign to become the greatest seapower worldwide and to command the seas as a consequence of its "One Belt, One Road" initiative (BRI). Introduced in 2013, BRI is an infrastructure and investment strategy that has enabled China to control vast swaths of port infrastructure throughout the world while it also controls ownership of the largest fleet of merchant ships. In addition, China's overseas naval bases number in the dozens, including Djibouti and man-made bases scattered throughout the South China Sea. It is feared that China will soon be able to flex economic and military hegemony at the expense of the United States and other nations by leveraging its international trading partners and neutral countries by using favorable terms for those shipping interests who use its intermodal facilities throughout Asia, Europe, and North and South America. At the same time, expansive territorial claims emanating from its naval bases could be used to hamper sea-going traffic routes, with PRC naval assets menacing those shipping interests not aligned with its diplomatic posture.

U.S. interests could be compromised by the collective acquiescence of once-staunch allies and trading partners, as globalized economies realize that China's long-game of systemically asserting trade leverage has resulted in economic tentacles that permeate throughout even the most niche-based regional distribution routes. China aims to influence a nation's ability to efficiently move goods to an extent that fits its geo-political agenda, thereby subtly effecting foreign-policy goals via trade relationships with partners half a world away. In a Korean scenario, the United States could be faced with the unenviable prospect of appeasing China's military prerogatives on the Peninsula, or to rely on an increasingly unstable and unreliable foreign component in order to sustain its military and diplomatic sealift capacity.

Sound like a far-fetched hypothesis? The truth of the matter is that as unlikely as it may seem, each of the cornerstone elements explained above can be found in headlines worldwide on a daily basis. China has taken a page out of Mahan's playbook on military-economic hegemony via the commercial maritime industry and have wielded enormous gains in the last few years alone. The best approach to impede the rapid decline of U.S. sealift capability lies with unwavering support for the Maritime Security Program and the Jones Act as well as by reversing recent trends in the curtailment of cargo preference programs and policies. These peacetime initiatives serve to bolster the health of the U.S. Merchant Marine and they are critically important to preserve ability for the United States to project global forces while it also maintains a formidable defense posture.

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."

DAVID RICHMOND BENNETT

The keys went silent for David Bennett on April 8, 2017 at the age of 82 in Portland, OR after a short battle with cancer. Born in Gloversville, NY, he was a disc jockey in Monterey, California before going to sea as a radio officer spending 28 years as a merchant mariner. Dave met and married his best friend Christina Cabell in 1965 and they welcomed their daughter Evelyn into the family 12 years later in Malta. After living all over the world, the Bennetts discovered Astoria, Oregon, in 1979, and fell in love with the city on the Columbia River. Dave called people in the Northwest nicer than anywhere else in the country. They settled down in their big red house on Franklin Avenue, and made this place their home for over 38 years.

His devotion to classical music and his training in radio led him to be a regular volunteer on local community radio station KMUN, beginning in its early days. He hosted the Saturday morning classics show where you could tune in to hear your "daily dose of Mozart." With his vast knowledge and rich, distinctive timbre baritone voice you could hear him often refer to Mozart as "my main man." Dave's mantra was "If it isn't fun, don't do it," and to that end you could also find him performing with his banjo, bagpipes and songs at parades, parties and special events around town. At home he tinkered with everything, brewing beer, roasting coffee, and even converted an old van to diesel with an aspiration to drive the length of the Pan-American Highway. He was a legendary veteran player at the Astor Street Opry Company's community theater playhouse, where he performed as "Diamond Dave" every summer for 33 years with his banjo and songs for their melodrama "Shanghaied in Astoria." He also wrote one of the show's signature songs, the "Miss Vivian Song." Dave was also seen on stage for over 10 years in a character written specifically for him as the role of "Grandpa" for the ASOC holiday production, "Scrooged in Astoria." He could be found regularly volunteering at the Columbia River Maritime Museum, and delighted in telling sea stories to visitors on the Lightship Columbia. Along with his wife, Chris and daughter Evelyn, Dave leaves behind his sisters Sharon Markey and Audrey Wemple and numerous nieces and nephews. His brothers Gordon and Daniel preceded him in death. So, as Dave would say at the close of each of his morning classics programs, "And there you have it!"

DAVID MICHAEL BLEVINS

Mike Blevins, longtime member and Chief Engineer, sailed into the sunset on August 7, 2017 at the age of 62. He was a 1983 graduate of the cadet program at the Calhoon M.E.B.A. Engineering School after which he began a distinguished 26 year shipping career. In his retirement from the sea, he taught at San Jacinto College and was a Gas Turbine instructor at the M.E.B.A. School. "Bongo" was well-known and respected by members. He served as Chief Engineer aboard the high-profile gas turbine vessel LCPL ROY M. WHEAT and spent over 12 years sailing aboard Military Sealift Command and Maritime Administration vessels. He enjoyed traveling, swimming, Corvettes and sci-fi action. His passions were shooting pool, exploring new technologies and instructing the new generation of maritime engineers. Left behind to cherish his memory are his son David M. Blevins II and wife Kayla, his longtime partner and best friend Brenda Blevins, numerous nieces and nephews and countless other family members and

friends. In lieu of flowers the family requests that donations be made to St. Luke's Transplant Center by visiting http://www.chistlukeshealth.org/donate-to-the-cooley-transplant-center

MILTON O. BOATRIGHT

Milton Boatright stood his final watch on July 4, 2017 at the age of 84. He traveled around the world many times and had a colorful career with the Union. Milton's retirement from the sea began in 1993 when he settled down and made his home in Mobile, AL. He lost his first wife Frances in 2005. Milton is survived by his wife Claire as well as many family and friends.

BEDDIE BONNER SR.

Beddie Bonner shipped off to the source on January 24, 2017. He was an excellent mariner who kept his engine rooms humming aboard vessels all over the world. He last shipped out with Sea-Land Service in 1988. His retirement took effect on the first day of 1991 and he spent much of his time in Charleston, SC. He joins his wife Carolyn in death and is survived by daughters Angela Elmore, Chena Melvin and Ivy Word, son Beddie Bonner, Jr., grandchildren Brandon Cunningham, Kristofer Melvin, Bria Bonner Edlica Simeon, nieces, nephews and a host of other relatives.

DONALD R DOORNBOS

Donald Doornbos sailed to his final

destination on August 11, 2017 at the age of 73. He was a 1967 graduate of Maine Maritime Academy. Don retired after 20 years at sea with his Chief Engineer's license for steam or motor vessels of any horsepower. He enjoyed sailing, skeet and trap shooting, tennis, his M38A1 jeep and model tiger tank, history, his home and community and traveling. Don last resided in Beaufort SC and is survived by his loving wife Carol.

CRAIG LUDWIG FELDMANN

Craig Feldmann steamed into the sunset on November 28, 2017 at the age of 60. Craig grew up in Southern California where he enjoyed sports, motorcycle riding, fishing, camping and a love for anything outdoors. After graduating High School in Whittier, CA, he attended California Maritime Academy where he graduated with a Bachelor of Science in Marine Engineering. He sailed on a variety of ships around the world for 30 years and rose to Chief Engineer. After his retirement from the sea, he was never one to sit still. Craig spent the last 5 years as the Nevada State Mine, Boiler and Pressure Vessel Inspector. On October 5th, 1985, Craig married the love of his life, Marina Marshall and they started their life together in Cherry Valley, CA then moved to Apple Valley, CA where they raised a strong and confident daughter, Sierra Marie. Craig and Marina had an amazing marriage and along with Sierra lived life to the fullest. They all enjoyed time with their many family and friends camping, skiing, fishing, hiking, kayaking, trips to Disneyland along with numerous gatherings to share delicious food and continue to make life long memories. Craig is survived by his loving wife Marina of 37 years, daughter and son-in-law Sierra Feldmann and Chris Bensch, brothers Lynn and Kurt and sister Linda Marie Gonzalez; his nephews Kyle, Justin, Austin and Bradly. A Celebration of Craig's life will be held in the spring where we all can share the memories of this great man, husband, father, brother and true friend that we all had the privilege of knowing. A private ceremony will be held to scatter Craig's ashes according to his wishes.

W.H. (BILL) FRANCIS

Eight bells rang for Bill Francis on June 15, 2017 at the age of 96. He lived every one of those years to the fullest. Bill was born in Waynesville, CA and was known as "Harold" early on. He first visited Dubois, WY in 1959 on a hunting trip and fell in love with the area. He soon had a home in Dubois and would always return there to hunt, fish and enjoy the outdoors when he was not at sea. He moved to Arkansas with his partner Connie Woods and lived and farmed there for 20 years. After she died in 2010, he moved back to Dubois before the final years of his life which he spent in Escondido, CA. He will be remembered as a great storyteller, recounting his many experiences as an engineer in the Merchant Marine which included World War II and Vietnam. In Dubois, he enjoyed guiding hunters and showing people the wonders of the area – the place he loved and felt most at home. Friends are asked to remember him with a toast to his long and colorful life with his tagline, "I'm still alive," because he will remain that way for those who knew and loved him. He leaves behind daughters Candice Francis and Deborah Ames, sons-in-law Michael Smith and Rand Ames, brother Rev. Ted Francis and wife Judy as well as many other family and friends.

JOHN GALLETTA

John Galletta sailed into his final

port-of-call on October 4, 2017 at the age of 86. He began his Merchant Marine career in 1956 when he attended the Strauss Marine School. In 1957, he earned his original engineer's license and joined the M.E.B.A. In the tumultuous year of 1969, John ran for the Presidency of the M.E.B.A. against the formidable Jesse Calhoon. He was proud of his Merchant Marine service and sailed on numerous vessels including, the SS UNITED STATES. After his retirement from the sea, he started successful businesses in Stowe, Vermont and Key West, Florida. He loved the outdoors, sailing and the ocean. He was an old salt who loved

telling stories about his sailing days. John was preceded in death by his loving wife, Margie, by only 24 hours. October 31st would have been their 64th wedding anniversary. He is survived by his three children, Ralph T. Galletta, John Galletta, Jr. and Joanne Cooper and one grandson, John L. Galletta, who all miss him tremendously.

DARRYL EDWARD HAGAR

Darryl Hagar shipped off to his final destination on Nov. 29, 2017 at the age of 54. Darryl grew up in Nobleboro, Maine and graduated from Lincoln Academy in 1981. He was a proud alumnus of the Maine Maritime Academy, where he graduated in 1985 with a degree in maritime navigation. He began shipping out as a Third Mate, worked himself up to Chief Mate and sailed throughout the Pacific, Atlantic and Indian oceans. He was a great shipmate and officer and carried out many assignments during his long career on supertankers, car carriers, and cargo ships including wartime logistics ships supporting the U.S. Navy during overseas contingencies. Darryl will be forever and lovingly remembered by his wife, Cheryl Hagar; sons Darryl and Joshua; mother Patricia; brothers Mark (Cindy) and Christopher; sister Karen-Ann; brother Randall (Gabriele); nieces Katie, Alina, Gabby, Mia, and Samantha; and nephews Seth, Justin, Camden, and Zachary.

WILLIAM HASSLER

William Hassler, also known as the wild one or 'Wild Bill,' sailed into the sunset on August 31, 2017 at the age of 71 in San Francisco. Bill grew up in Los Altos where he attended high school with his brother Tom and sister Barbara. Football was one of Bill's early passions and he played on the Los Altos high school football team. Bill graduated from UC Santa Cruz in the early 1970s. During that decade, Bill took up aviation. On one memorable trip, he landed his plane on a Baja beach. Seeking adventure, Bill joined the U.S. Merchant Marine after college. During his early career as an NMU member, Bill sailed aboard the passenger ship SS UNITED STATES owned by States Lines and had fond memories of those times. Bill rose through the ranks as a hawsepiper and soon earned his Third Assistant Engineer's license beginning a long successful career at sea with the M.E.B.A. He sailed out of the San Francisco Union hall which used to be on 350 Fremont Street. It was there he picked up the moniker 'Wild Bill.' To others that sailed with him on the PRESIDENT HARRISON he was called 'the psychological officer'. His assignments aboard the Delta Line M class ships took him around South America every 62 days.

Bill went on to sail with APL and many other contracted M.E.B.A. companies. His last job was aboard the GTS ADM. CALLAGHAN where he sailed as Chief Engineer. He was preceded in death by his father Captain William A. Hassler Jr., Naval liaison officer to McDonnell Douglas Corp. for the Polaris missile program and his mother Bernice Barbara Shea Hassler. Bill is survived by his brother Tom and his sister Barbara. Bill left the bulk of his estate with the Naval Institute. The Institute is a 501(c)(3) nonprofit organization that provides an independent forum for those who dare to read, think, speak, and write to advance the professional, literary, and scientific understanding of sea power and other issues critical to global security.

MICHAEL JOSEPH JOYCE

Michael Joyce made his final voyage on Aug. 10, 2017 at the age of 62 after a courageous battle with pancreatic cancer. He was born in Portland, Maine. His father was a former business agent for the Plumbers and Pipefitters Union. In July of 1976, he married the love of his life, Dian Elizabeth Mackie. He studied marine engineering at Maine Maritime Academy and graduated with the class of 1978. As an M.E.B.A. member, Michael sailed with Farrell Lines and Maersk Line for 32 years, spending the last 18 years as Chief Engineer. After retiring in 2012, Michael and his wife Dian opened "Joyce's Courtside Pub" in Inverness, Florida. Michael is survived by his wife Dian; their four sons, Michael Joyce II (Amy), Mark (Nicole), Matthew (Amanda) and William; and his grandson Tyler who brings happiness wherever he goes. Michael is also survived by his brother Martin Joyce III (Barbara); his sister Carol Ann Amero (Stephen); as well as many nieces and nephews.

BOYD WILSON LAMKIE

Boyd Lamkie reached his journey's end on November 29, 2017 at the age of 66. Boyd was born in Spangler, Pennsylvania and died in Seaford, Delaware. He served in the US Navy on the USS INDEPENDENCE Aircraft Carrier for almost 4 years beginning in 1972 performing his duty as an Electrical Repairman. After his Honorable Discharge from the US Armed Services, Boyd attended the Calhoon M.E.B.A. Engineering School cadet program on Light Street in Baltimore, MD. Upon graduation, he sailed with the M.E.B.A. from 1979 until his retirement on December 20, 2011.

Boyd turned in years of quality work as an engineer on vessels sailing all over the world and worked for a variety of shipping companies including Lykes Brothers and Sea-Land. Boyd was in Egypt on a grain tanker when the Kuwait Persian Gulf War broke out in August 1990. In June of 2002, Boyd began shipping out aboard the GTS ADM. WILLIAM M. CALLAGHAN as a 2nd A/E and sailed with the ship until his retirement. Boyd sailed around the world three times: March

2002, April 2003, and February 2004 all onboard the CALLAGHAN. Boyd Wilson Lamkie is survived by his wife, Thaïs Anne Lumpp-Lamkie, Bridgeville, Delaware, USA.

NICHOLAS LANDIAK

Nicholas Landiak sailed off to his final port of call on December 7th, 2017 at the age of 96. Nicholas joined the M.E.B.A. immediately after graduating from the U.S. Merchant Marine Academy at Kings Point in January, 1944. His entire career at sea was spent with United States Lines. He sailed in various capacities on both steam and diesel vessels until January, 1952 when he was assigned to the SS UNITED STATES while she was in her final months of construction. He spent the rest of his seagoing career on the SS UNITED STATES (400 voyages) as First Engineer and Executive Chief Engineer. He retired in November, 1969 after the SS UNITED STATES was taken out of service.

After his seagoing career, he was employed by the Pennsylvania State University until his retirement in 1986. During the period 1981 through 1984, he was engaged as a Consultant Engineer by United States Cruises, Inc., who bought "the Big U" and were planning to restore it as a cruise ship. He was also involved in preliminary planning of the restoration of the liner as a Troop Carrier during the First Persian Gulf War of 1991. Nicholas was married to his wife, Marie for 71 years and they had three children, seven grandchildren and six great-grandchildren. During the last two years he lived in Naperville, Illinois.

WILLIAM PATRICK LaRUE, JR.

The ashes of William LaRue, Jr. were committed to the ocean on Oct. 31, 2017 along the Grand Banks in Newfoundland. The officers onboard the YORKTOWN EXPRESS conducted the burial at sea for Brother LaRue who crossed the final bar on Sept. 3, 2011 at the age of 88. Sometimes known as Paw Paw, he was raised in Galveston, Texas. He joined the Merchant Marine at age sixteen and was proud to serve his country in World War II, the Korean War, and the Gulf War. He homesteaded in Alaska and was a pioneer in the Alaskan community retiring from Chugach Electric in 1978. He then returned to the sea, began shipping out again and continued to serve his country. He travelled the world's shipping lanes until his retirement in 1993. He served as an active member of numerous organizations. Paw's most remarkable accomplishment was accepting a ready-made family of five children, which in his heart were always his own. He instilled values in each of his children through leadership and positive example. He loved to tease and play with each of his grandchildren and great grandchildren. He is survived by his wife, Doris Kahla LaRue; children, Harry Johnson and wife Diane; Darlene Underwood; Leonard LaRue and wife Debbie; Ben LaRue and wife Jeannie; and Lena Warren. Paw is also watching over his grandchildren William Underwood, Kahla Larson, Heidi Fry, Randi Laird, Kristin Burian, Racne1 Stegall, Saran LaRue, Amanda Daughtery, Alex LaRue, Cathy Miller, Cecily LaRue, 13 great grandchildren, and many other close relatives, special friends and loved ones.

JOHN E. MARKLEY

John Markley set sail for uncharted waters on September 27, 2016 at the age of 71. He was a longtime member who shipped out on various vessels and traveled around the world. He last went to sea in July of 1987 onboard the old OVERSEAS NEW YORK with Third Shipmor. His long retirement officially began in October of that year. John was a resident of Hollis, Maine and is survived by many family and friends.

BERINO A. MASTRIPPOLITO

Berino Mastrippolito embarked on his final passage on September 13, 2016 at the age of 92. He was one of the many members who served his country in both peace and war, part of the greatest generation who pointed the way for the young bucks who now carry the torch. He sailed for a variety of shipping companies and kept his engine rooms running smoothly. He last went to sea shortly before his 1984 retirement. He was a resident of New Port Richey, FL. Berino is survived by his wife Crista and daughter Enzina.

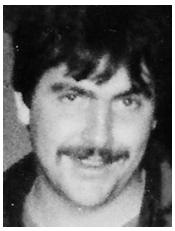
ALBERT J. MROZIK

Albert Mrozik made sail for the great unknown on February 12, 2017 at the age of 96. He helped deliver key war cargo through dangerous waters during the dark days of World War II. In peacetime he sailed around the world many times delivering the goods. His long and colorful career with the Union netted him a successful living and a slew of friends along with endless memories of his voyages. He last shipped out aboard the SS AMERICAN LYNX with U.S. Lines in 1983. He was a resident of Toms River, NJ and is survived by his son Albert Jr. among many family and friends.

ANTONIO (TONY) SANTOS NAVARRO

Tony Navarro steamed into the hereafter on Aug. 19, 2017 at the age of 55 in Suquamish, WA. From age 19 to age 33 he was a fisherman/engineer on fishing boats. Then at 33 found work with the Washington State Ferries, and at the same time became a volunteer EMT/Firefighter. He later served as a volunteer fire investigator for nearly 17 years. He worked with the WSG for the next 20 years. His magnetic personality, optimism and positive outlook attracted many friends and his

skills as an engineer won him respect. He loved the Seahawks, his Seattle-area community and would go out of his way to help anyone. He will be missed by many. Tony is survived by his wife Tammy; brother Andrew; and sisters Patricia Navarro, Dee Farnam, Marita Navarro and Christina Snowden, among many others. In lieu of a service, Tony asked that his shipmates and friends "remember the good times."



JOHN PATRICK QUINCANNON, JR.

John Quincannon, Jr. sailed into the hereafter on Aug. 12, 2017 at the age of 60. He graduated from Maine's Portland High School in 1976, and went on to study marine engineering at the Maine Maritime Academy, graduating with the Class of 1980. John sailed with the American Trading and Shipping Company and with Texaco, before joining the M.E.B.A. He then shipped out for over 20 years before retiring in 2013 due to health issues. He was a lifelong contributor to the Boys and Girls Club of Southern Maine, and was a communicant of the former St. Patrick's Church. John is survived by his sister Anne Q. Garthwaite (Gerald), brother Stephen (Helen); niece Katherine Bressette (Jay); nephews Jason Quincannon (Felicia), and Stephen Quincannon. He is also survived by many grand-nieces, grand-nephews; and cousins.

CHARLES THOMAS RIBARDO

Charles Ribardo stood his final watch on Aug. 4, 2017 after a long illness. A resident of Westfield, N.J., for 46 years, Charlie was a 1966 graduate of the U.S. Merchant Marine Academy. He held a Chief Engineer's license and worked for a variety of shipping companies. He was a port engineer for Moore-McCormack Lines, United States Lines, Farrell Lines, and E-Ships. He was an active member of the Society of Marine Port Engineers and the USMMA Alumni Association. Charlie greatly enjoyed fly fishing and golf as a member of Buck Hill Falls, PA. He is survived by his wife of 47 years Leslie Ann; daughters Carolyn Nester and Susan Crews; grandchildren Joseph, Aiden, Brady and Keira; and a large loving family. Donations in his memory may be made to the USMMA Alumni Association, PO Box 22011, Great Neck, NY 11022.

DOUGLAS DEWEY SHELTON, JR.

Doug Shelton, Jr. crossed the final bar in Lynchburg, VA on July 29, 2017 at the age of 94. Born in Danville, VA, Douglas graduated from Hargrave Military Academy in 1939 and attended Virginia Polytechnic Institute studying Mechanical Engineering. He joined the U.S. Merchant Marine in 1943 and helped shuttle key war equipment through dangerous waters in the European Theater. He returned to VPI after the war to finish his Mechanical Engineering degree in 1946. Douglas returned to the sea and worked his way up to Chief Engineer sailing on various vessels until his retirement in 1986. He received the rank of Captain in the U.S. Navy Reserve. He was also a licensed pilot. Memorial contributions may be sent to Westminster-Canterbury Foundation Fellowship Fund, 501 VES Road, Lynchburg, VA 24503. He was preceded in death by his ex-wife, Mary Riding Shelton; and sister Ann Tuck. Douglas is also survived by his sons, Paul and James; stepdaughter Stephanie Pearson; and grandchildren Paula, Carly and Christopher.

MARK D. TANEN

Mark Tanen made his last muster on January 21, 2017 at the age of 66. He sailed around the world many times delivering the goods. He was a great Chief to work for, and he kept his engine rooms ship-shape and running smoothly. He last went to sea in 2000 for Sea-Land aboard the S/L EXPEDITION shortly before his retirement. Mark was a resident of Treasure Island, FL and is survived by his wife Diane and sons David and Thomas.

SHARON VAN GELDREN

Sharon Van Geldren booked her final passage on Jan. 10, 2018 at the age of 68. She was respected and revered by the membership in her capacity as M.E.B.A.'s Dispatcher in the NY/NJ hall where she had turned in excellent service since 2011. She previously worked as a POID member in Kearney, NJ for 24 years performing shoreside logistics work for American President Lines. She was extremely competent, kind and very generous. Her passing was shocking and unexpected. Sharon was born in Jersey City and had lived in Bayonne, NJ for the past 8 years. She was predeceased by her husband Gerard Van Geldren. She is survived by her sons Jason and Gerard Jr., her daughter Lisa Morin, and her grandchildren Brielle, Olivia, Tyler, Adrian, and Joshua.

JAMES WALSH

James "Terry" Walsh set course for calmer waters on August 15, 2017 at the age of 76 in Haverhill, MA. He was born in Bangor, ME and had been a resident of Derry, NH since 1986. Terry was a US Navy veteran, and sailed as Chief Engineer on sea lanes across the globe. He was also a member of the Derry Lion's Club and was a communicant of St. Thomas Aquinas in Derry where he was involved with the Holiday meal program. He loved his family and his dogs. He is survived by his wife of 36 years, Alice; son Christopher; sisters Clarice McClure and Rita Kane; brothers David, Kevin and Paul; as well as numerous nieces, nephews, cousins and friends.

continued

WILLIAM VINCENT WOLFE

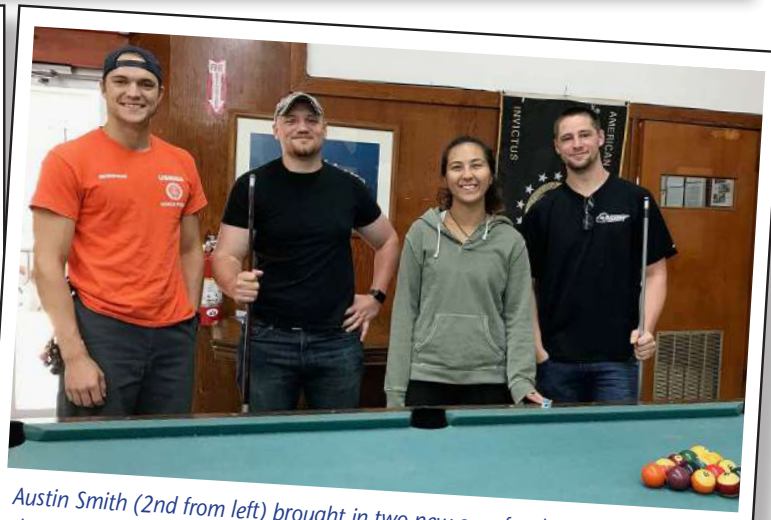
Bill Wolfe found his safe haven on May 13, 2017 at the age of 91. Born in New Orleans, Louisiana, Bill graduated from Jesuit High School in the Big Easy before earning a Bachelor's Degree in Marine Engineering from the U.S. Merchant Marine Academy in Kings Point, New York. He served in the US Navy and received an honorable discharge in 1951. He met his wife Simone Delprat, while turning wrenches on the ELIZABETH LYKES in 1952. Married a year later, they enjoyed 64 years of marriage while raising their four children, Monique, Michelle, Eric and Nicole. Bill enjoyed watching the stock market, football, reading, photography and learning new things. Even at the age of 91, he could be found reading a new book on health, nutrition or Investor's Business Daily. Bill had a sweet tooth for dark chocolate and loved all dogs. On special occasions, Bill would play the accordion and sing along - completing the celebration.

Known as the "perfect man," Bill set the bar high - he was faithful, kind, considerate, appreciative, intelligent and humorous. As someone who was thankful for every day, Bill never complained about anything and was always in a good mood, regardless of the circumstances. Bill was a role model for many of his friends and family; he was well-loved by all and will be greatly missed. He loved his family, and enjoyed spending time with his grandchildren in Raleigh - Isabelle and Gabrielle Streeter as well as Miranda and Clementine Wolfe.

Faces around the Fleet

OVERSEAS SANTORINI 2nd A/E Emery Barg sent this one in of M.E.B.A. engineers fixing a seawater pump. The vessel was in the Strait of Malacca near the Philippines. At left is 1st A/E Vinny Quinones with 3rd A/E Arvie Viray.

Crewmembers onboard the CAPE VINCENT welcomed Patriot Contract Services President Frank Angelacci who stopped in for a visit. The Patriot-managed Ready Reserve Force vessel is berthed in Beaumont, TX. Left to right are Port Engineer Randy Crider, 2nd A/E Daniel Tischler, 1st A/E Sharon Metcalf and Frank Angelacci. At front is 3rd A/E Earl Lawrence. Chief Engineer Jim White was off camera in the engine room.



Austin Smith (2nd from left) brought in two new cues for the pool table at the Houston Union hall and members rack it up as they wait for job call. Left to right are Jacob Andrew, Austin Smith, Amanda See and Joe Lawrence.

Down in the engine room onboard the YORKTOWN EXPRESS (Hapag/MTL). M.E.B.A. Chief Mate Doug Sier (r) grabs an oversized pipe wrench to match the giant wrench wielded by 1st A/E Jeff Hitzel. Doug's family met the vessel in Antwerp, Belgium and his little man Jacob was outfitted with a baby-sized tool for his tour of the engine room. The photo was taken by 3rd A/E Megan Jenkins.

Before Hurricane Harvey made landfall, Texas A&M Maritime Academy Superintendent Mike Rodriguez (left) reached out to the M.E.B.A. to supply a Chief Engineer to ride out the storm aboard the Academy's training ship, the T/S GENERAL RUDDER. Member Dave Reid (right) answered the call, and along with crew and several midshipmen, battened down the hatches and secured the ship during Harvey's assault. The RUDDER was later activated and supported recovery efforts by providing power, housing, food and water to first responders.

Group 1 member Robert Chung showing his fiancée and mother around the Houston Union hall. M.E.B.A.'s Donn. Reamer (in the dispatch window) was on his best behavior.

The engine crew of the MAERSK SELETAR on July 4, a day before the vessel made its very first U.S. port call (Baltimore) after flagging-in to the Stars and Stripes. Left to right is SELETAR Chief Engineer Bart Troxell, 2nd A/E Robert Lee, 3rd A/E Lisa Harewood, 1st A/E Tom Lincoln, 3rd A/E Brandon Baker, Vinod Fotto (1st A/E - foreign changeover crew) and Tomasz Surma (C/E foreign changeover crew).

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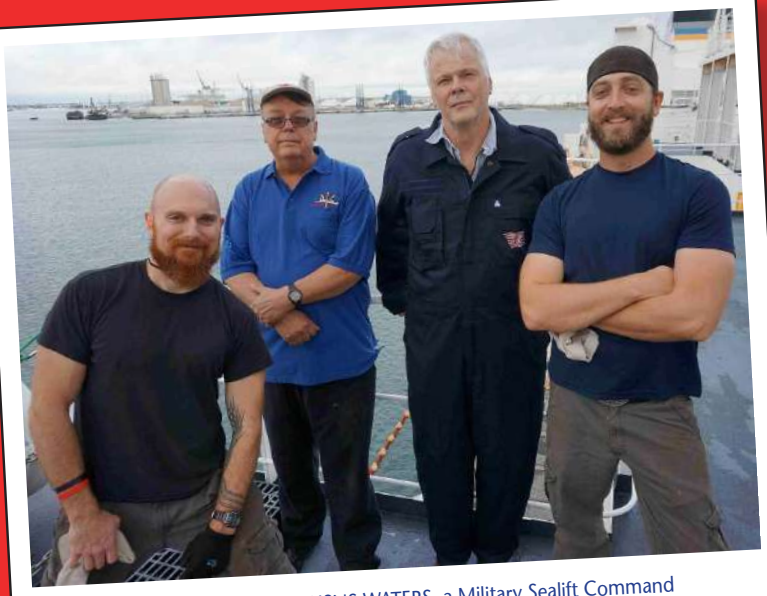
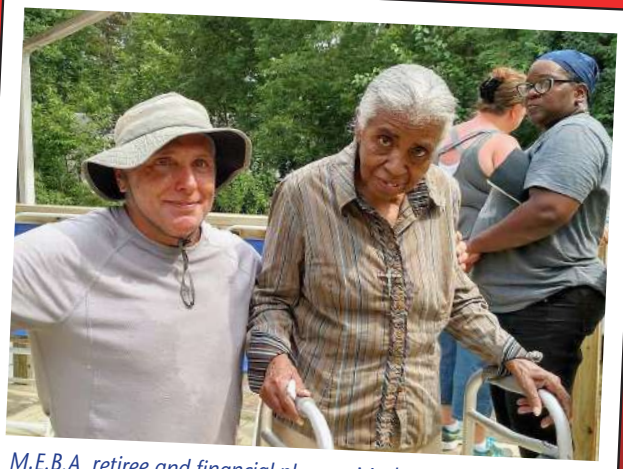


M.E.B.A. engineers onboard the USNS WATERS, a Military Sealift Command Navigation Test Support Ship managed by Patriot Contract Services. Left to right are C/E Pat Tomaszewski, 1st A/E Richard Williams, 2nd A/E Craig Moore and 3rd A/E Adam Richter. Thanks to member Darin Huggins for the shot.



M.E.B.A. retiree and financial planner Mark Engberg is extremely active on behalf of charitable foundations accentuated by his company's "Live with Purpose Campaign." In these photos, volunteers built a wheelchair ramp, free of charge, for an elderly Hebron, MD resident who had been having difficulty with the stairs at her home. Coordinated through the Chesapeake Housing Mission, volunteers finished the project in two days. Mark (floppy hat) is seen in the photo with thankful resident Katherine Brown.

Member Jason Harrington with 7 of his 9 (!!!) children at the Houston Union hall. Jason was down at 316 Broadway filing for vacation.

The engine crew onboard the M/V APL GULF EXPRESS, a ship that recently flagged into the Stars and Stripes. The vessel was carrying Maritime Security Program cargo on an express run in the Persian Gulf. In back (l-r) are 3rd A/E John Ruggiero and C/E Trevor Lapham. In front (l-r) are 1st A/E Ryan Drewry, 2nd A/E Joseph Saur and 3rd A/E Eddie Albrecht.