

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)



Summer/Fall 2012



**Find Out the
Impact the
STCW Manila
Amendments
Will Have
on You.**





Faces around the Fleet



Third Officer Kiersten Hoyal on the bridge of the NCL-A **PRIDE OF AMERICA**.



C/E Bill Vaughn, Pilot John Timmel, and Capt. Jack Menendez sailing on the **AMERICAN VICTORY**.



Chris Dresser, M.E.B.A. Tampa Rep. Greg Quintana, and Kevin Behen in the Engine room of the **AMERICAN VICTORY**

On the Cover:

CMES details how the changes to the STCW Competency Tables will influence training and the qualifications members need to carry out work on the job.

Marine Officer

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

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



Message from the President

Shortly after being sworn into office, I found that the M.E.B.A. was in a very weak and susceptible position in regards to the defined benefit pension plan. This put us in a difficult collective bargaining position. The global recession was in full swing and the shipping industry was experiencing low demand, excess shipping capacity and a steep drop in freight rates. We have really come together as a union since then and not only saved a defined benefit pension plan which is still in the top 10 pension plans in the country but we have also succeeded in obtaining contract job security assurances from our employers. This is a proud accomplishment considering another maritime union simply gave up and froze their defined benefit pension plan when it was in a difficult situation a few years ago. This left a very weak defined contribution pension plan for their working members with a benefit that is only a fraction of the MPB currently enjoyed by most M.E.B.A. members. The M.E.B.A. membership and administration did what was necessary to preserve the M.E.B.A. defined benefit pension plan, which has been and continues to be the backbone of the M.E.B.A.

I am proud of the results that the administration and the membership have accomplished through hard work, professionalism, and a commitment to the future of the M.E.B.A. Here are some of the accomplishments we have achieved together:

- We saved the Defined Benefit Pension Plan.
- M.E.B.A. successfully secured job security assurances from the employers, which guaranteed a dependable and steady income for our membership for years to come.
- The closing of the diagnostic center in New Orleans due to the high expense and low utilization, a Pilot program was arranged for two walk in clinics in Houston and New Orleans so participants could complete Coast Guard physicals and annual physicals.
- M.E.B.A. purchased and renovated the Norfolk Hall. The building was sold a year later netting a significant profit. A new hall will be set up in a nearby location.
- M.E.B.A. has reestablished its relationship with shipyards and is once again providing supervisory personnel to Philadelphia's Aker Shipyard.
- The Trustees moved forward on constructing a roof top terrace located on top of the Hall of States Building. The roof terrace is being constructed through the building's capital improvement fund and not the members 11.7 percent. Some of Washington DC's most accomplished event specialists conservatively estimate that it will have a better annual rate of return for the defined benefit pension plan than the building has ever had since Jesse Calhoon led the trustees to purchase it in 1976.
- The M.E.B.A. instituted a Ferry and Inland Waterways Coalition Conference held at the Calhoon School. This coalition is important because it brings together representatives from the various inland waterways and ferry operations around the country. These types of all too often underappreciated maritime operations play a vital role in America's transportation network.
- M.E.B.A. secured through our partnership with Keystone, the operation of four (4) SL-7's, which have previously been crewed by the AMO ever since the transfer of the vessels from Sea-Land to MSC ownership in 1982-83.

continued on page 2



Message from the President continued

- M.E.B.A. helped reverse the award of the MSC vessels **PLESS**, **OBREGON** and **KOCAK** to a non-M.E.B.A. operator. Once reversed, the ships were awarded to M.E.B.A. operator Keystone Shipping Services and crewed with M.E.B.A. mates and engineers.
- M.E.B.A. won through a private bidding process, the contract to staff all officer positions on the **MV CARAT**, which is operating in the Baltic region. The M.E.B.A. officers have demonstrated their unmatched expertise to Hapag-Lloyd by keeping the **CARAT** profitable and working continuously while the two competing AMO vessels have both been involved in major incidents resulting in damage.
- M.E.B.A. acquired two APL vessels, which had AMO officers on them and now carry M.E.B.A. and MM&P officers. This was only possible because of decades of proven superior knowledge, ability and proficiency by M.E.B.A. officers. M.E.B.A. also would not have been able to obtain these vessels had it not been for the dedication of the M.E.B.A. members, the effectiveness of the M.E.B.A. administration and the flexibility within our collective bargaining agreements, MOUs and governing documents.
- M.E.B.A. worked with Waterman Steamship to win a government contract to deliver necessary supplies to Antarctica. M.E.B.A. engineers now sail on board the new **MV GREEN WAVE** and make the success of the vessel possible.

It is vital to the success of the M.E.B.A. and the maritime industry as we know it that we continue to support each other and work together to the best of our abilities. I vow to all M.E.B.A. members, applicants and retirees that I will demand that all union officials and employees, including myself, work as hard and diligently to improve the M.E.B.A., as the rank and file members work to make their employers successful. I would like to thank each and every one of you for all of your hard work and sacrifice.

Michael G. Farrell



*In the engine room aboard the **AMERICAN VICTORY**
Chris Dresser and Ray Rodriguez pose for a photo.*



*The **AMERICAN VICTORY** underway with passengers aboard.*



On Watch in Washington

Captain Lee A. Kincaid
President, AMC



AMC Update

Cargo preference continues to be at the fore front of maritime legislative activities on Capitol Hill this year. In late June, just before the authorization was set to expire, Congress passed and the President signed into law the Export-Import Bank Reauthorization Act of 2012.

This legislation raises the lending authority of the bank by 40% to \$140 billion and extends the authorization of the bank through September 2014. Ex-Im Bank financed cargo is an essential component of the entire U.S. cargo preference program. U.S. cargo preference and the requirement to utilize U.S. flag vessels is comprised of: military or Department of Defense generated cargo, Ex-Im financed cargo, civilian agencies cargo (such as the Department of Energy), and agricultural (PL-480 and food for peace) cargo.

With the drawdown of U.S. fighting forces around the world, DOD cargoes are being greatly reduced thus requiring our U.S. flag carriers to depend even more upon the other components of cargo preference. The reauthorization of the Ex-Im Bank was a long time in coming and required a great deal of attention and effort on the part of all U.S. flag carriers, associations and labor unions.

The ink had hardly dried on the Ex-Im Bank legislation when on June 29, Congress passed a \$105 billion transportation bill. Contained within this "MAP-21" or "Moving Ahead for Progress in the 21st Century Act" legislation was a significant reduction in U.S. food aid cargo preference.

In a late night last minute move without full House or Senate opportunity for debate or amendment, the House/Senate conferees to the Transportation Bill unanimously approved language that reduced the requirement for agricultural cargo preference from 75% to 50%. The 75% requirement had been in place since 1985 and has had bipartisan support over the years.

Initially, the Congressional Budget Office (CBO) scored the savings at \$108 million per year due to the elimination of the Ocean Freight Differential (OFD) on the reduction of preference food aid cargoes. OFD or the cost difference between shipping U.S. flag versus foreign flag is reimbursed to USAID (United States Agency for International Development) by MARAD. In contrast to the CBO score, MARAD has stated that the actual number for that portion of the OFD is only about \$15 million per year.

In essence, in an attempt to help pay for the cost of the multi-billion dollar Transportation Bill, the conferees' decision, for an actual \$15 million per year budget savings reduction, will result in the loss of 500,000 metric tons of preference cargo per year for U.S. flag carriers, the loss of approximately \$90 million in revenue per year for U.S. flag carriers, the potential loss of up to 16 U.S. flag bulk and container vessels, the loss of 2000 direct and indirect U.S. jobs, and the loss of 640 U.S. seagoing jobs.

Not included in the Transportation Bill was the full version of the RAMP Act. The RAMP Act (Realize America's Maritime Promise Act) requires use of the Harbor Maintenance Trust Fund for its intended purpose of keeping America's harbors and waterways dredged. What was included was only a "sense of the Congress" instead of an actual requirement to dedicate the HMT funds for dredging.

The cargo preference reduction language contained within the Transportation Bill not only created outrage throughout the maritime community but also within the ranks of our Congressional friends and allies. As a result, Congressman Elijah Cummings (Maryland- 7th) introduced H.R. 6170 (Savings Essential American Sailors Act) to restore the food aid cargo preference levels. Before the August Congressional recess, thirty-six members of the House from both parties cosponsored the Cummings legislation. AMC as well as the other maritime associations and labor unions have continued to seek additional support and sponsorship for this legislation. From Congressional staff meetings that AMC held in August, it is anticipated that several additional members of Congress from both sides of the aisle will join as cosponsors this fall.

The late summer rise in gasoline prices has led to more speculation of another drawdown of the Strategic Petroleum Reserve (SPR) like was done in August 2011. The maritime industry and members of Congress alike have called upon the White House to comply with the terms of the Jones Act to ensure that U.S. flag vessels are used to the full degree of their capability and availability should another SPR drawdown be ordered. In late August, due to the effects of Hurricane Isaac, the Department of Energy agreed to an emergency loan of one million barrels of crude from the SPR to Marathon Petroleum Company. Unlike an ordered release, the loan requires Marathon to resupply the SPR with an equal amount of crude plus "interest barrels" of oil.

Full funding for the Maritime Security Program (MSP) for FY 2013 remains an important issue. Both the Senate and House Appropriations Committees have reported favorably for the full funding (\$184 million) for the 60 ship MSP fleet. Final action for MSP funding for FY 2013 is one of the many remaining issues that Congress must deal with before the end of this session of Congress.

Other important pieces of maritime legislation before Congress include bills that would eliminate the requirement for a second trip to the TWIC enrollment centers for mariners. H.R. 3173 passed the House in June and now awaits consideration by the Senate. S. 1966 is a Senate companion bill that now awaits Committee consideration and markup.

Finally, S. 3332 was recently introduced to create a uniform U.S. national standard for ballast water regulation and incidental discharges from vessels.

Financial advice for MEBA Members

If you are within 5 years of retirement, consider scheduling a free retirement review. Receive a \$5 **Starbucks** Card just by calling 866-989-2929 to introduce yourself. (No appointment necessary.)

Reserve a time to discuss your retirement with Mark Buser, CFP, at the following MEBA meetings:

Oakland—Sept 4 & Nov 6

Long Beach—Sept 6 & Nov 8

Houston—Oct 9 & Feb 5

New Orleans—Oct 10 & Feb 6

Seattle—Nov 5 & Feb 4



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At Anchor: Recent Retirees Shifting into Reduced Operating Status

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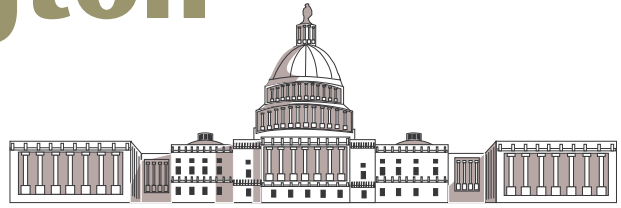
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Washington Update

Ryan Lehman

Deputy Political Director, M.E.B.A.



By now, you have probably heard the news. The U.S. maritime industry is under attack. It's being attacked in a way that no one has seen in decades. For those of you who may have missed it, at the end of June we saw something that has become increasingly uncommon for members of the United States Congress. They passed a bill. Specifically, they passed the surface transportation bill. But hidden within this bill was an unprecedented and unprovoked attack on the very core of the country's maritime industry: our cargo preference laws. In the eleventh hour, the night before the bill was passed, House Republican leadership inserted language into the bill that would reduce by one-third the amount of agricultural cargo required to be shipped on U.S.-flag vessels. These cargos are part of the lifeblood that keeps the U.S. Merchant Marine afloat. Reason stands that cargo bought and paid for by the American taxpayers should be shipped on U.S.-flag vessels crewed by American mariners, and not outsourced to foreign countries.

In the Food Security Act of 1985, the percentage of the U.S.-flag tonnage requirement was set at 75 percent of agricultural cargoes for certain foreign assistance programs of the Department of Agriculture and the Agency for International Development. The program has operated efficiently in this manner for nearly 30 years. It is this cargo preference program that was scaled back to 50 percent in the surface transportation bill, a one-third overall cut. The U.S.-flag sector is facing a significant loss of jobs and ships as a result, specifically in the shipboard transportation of agricultural products in the international trade.

And while the M.E.B.A. does not man many of the vessels carrying such cargo, we will not simply take this lying down. Such an attack on the industry needs to be met with firm resistance. That is why, in concert with the MM&P, the M.E.B.A. has worked to restore the cargo preference provisions. On Tuesday, July 24th, longtime ally of the M.E.B.A. Rep. Elijah Cummings introduced H.R. 6170, the Saving Essential American Sailors (SEAS) Act. Both unions worked with the Congressman and his staff to promote the bill and add an impressive list of bipartisan cosponsors. We will absolutely continue to advance this bill and restore the devastating cuts to our cargo preference laws.

We here at the M.E.B.A. have many tools at our disposal to do this. One of our newest and most effective tools is the M.E.B.A.'s participation in the Maritime Advisory Committee (MAC) grassroots advocacy network. The M.E.B.A. was a charter member of the MACs, which have now grown in size to 25 local committees in 25 congressional districts across the country. It's worth noting that seven of the original ten congressional cosponsors of the SEAS Act are members of the MAC program and have committees in their districts. The MACs are made up of seafaring labor, longshore labor and shipping and logistics companies. These committees are powerful advocates and bring home the message to members of Congress about how crucial our industry is to the men and women working in their districts.

But without a doubt, the single most important tool in the M.E.B.A.'s fight is the PAF. That is why it is more important now than ever for all members to dig deep and contribute. Already some members have answered the call, as you will see published in this edition. But if we're going to win this fight we'll need everyone pulling in the same direction. So encourage your brothers and sisters in the M.E.B.A. to donate today; otherwise, we'll watch as our jobs are literally shipped overseas.

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October

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Tues. 9
Wed. 10
Fri. 12
Tues. 9
Tues. 9
Thurs. 11
Wed. 10
Thurs. 11
Thurs. 11
Tues. 9
Tues. 9
Thurs. 11

November

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Mon. 5
Wed. 7
Fri. 9
Tues. 6
Mon. 5
Thurs. 8
Wed. 7
Thurs. 8
Thurs. 8
Tues. 6
Mon. 5
Thurs. 8

Changes to the STCW, Impact to CFR, and to Courses at Calhoun M.E.B.A. Engineering School



The STCW Manila amendments came into force 1 January 2012. The first operational adjustment is that shipping and ship operating companies are required to abide by a different rest-hour policy for seafarers. Between 2012 and January 2017, other STCW requirements will become US Law, which are enforced by the USCG. The USCG will also provide information to the public regarding a timetable for implementation.

There are several changes to the STCW Competency Tables. In summary, they encompass requirements for:

- Deck officers to demonstrate competency in the use of Electronic Chart Display Information Systems (ECDIS)
- Engineering officers to demonstrate competency in the operation of pollution prevention equipment.
- General training in environmental awareness and ship management practices
- Training of all ship officers in leadership and teamwork
- Assertiveness training for all seafarers
- Training Record Books for all deck and engine rating trainees
- More specific training and certification requirements for Ship Security Officers
- Security familiarization training requirements for all shipboard personnel
- Periodic basic safety refresher training that include competency demonstrations
- Refresher training for fast rescue boats and advanced fire fighting
- Expanded Tank Vessel Training specific to oil, chemical and gas tanker operations, at basic and advanced levels.
- New unlicensed grades: Able Seafarer Deck and Able Seafarer Engine; which are in addition to the current navigational and engine watch rating.

- New Electro-Technical Officer and Electro-Technical Rating, with associated competence standards and certification.
- Supplementary medical fitness standards

The US Code has not yet been altered to reflect the changes cited above. However, CMES has altered existing courses and developed new to address the training needs of the M.E.B.A. Membership:

ECDIS - USCG-approved ECDIS training has been available at CMES since 2005. Additional ECDIS classes have been scheduled for 2012 and 2013.

Pollution and Environmental Awareness – CMES USCG-approved Upgrading Engineers – Management Level includes learning objectives relevant to environmental awareness and shipboard management practices. MARPOL Laws are covered and particular emphasis is placed on operational practices associated with Oily Water Separators (OWS) systems/equipment, and documentation. These objectives can be separated and packaged as a separate course and/or seminar to achieve STCW training compliance and USCG-approval.

Leadership and Teamwork – The Upgrading Engineers – Management Level course also includes 8.5 instructional-hours in shipboard management skill training. This module will be coupled to CMES' new 3-day Human Relations course and can be submitted as a standalone Leadership and Management USCG-approved course. Assertiveness training will also be embedded in the new course.

Deck and Engine Ratings Training Record Books – US Merchant Marine Officers upgrading to the STCW Management Level are not yet required to complete a Training Record Book. However, in accordance with USCG and DNV Certification requirements, CMES maintains records of all training delivered by, or contracted through, the school. For courses that are approved by the

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USCG, CMES sends electronic verification to the National Maritime Center following successful completion of each course for each student. DNV requires CMES to maintain student records for 10 years. The USCG presently requires hard-copy files to be held for 1 year. CMES does not maintain student records pertaining to courses, training, and/or seminars conducted elsewhere, unless such training applies to Horizon and/or Maersk proficiencies. Upon request, any current or past CMES student may request a hard-copy transcript that summarizes training conducted since 1995. Photocopies of all records dating to the Licensed Engineer/Apprenticeship Program are available, but require a few business-days for retrieval.

Security Training – This change to the STCW affects crewmembers with security duties as unlicensed and operational level officers. Competency tables have been published. Model courses from the International Maritime Organization (IMO) form the baseline for USCG/Det Norske Veritas course-approvals. CMES is presently modifying its Vessel Security Officer (VSO) Course to add the new relevant competencies. CMES is also adding the competencies for “Actions To Be Taken To Prevent Acts Of Piracy And Armed Robbery”; which is also an IMO model course. Starting 1 January 2014, all seafarers will have to be trained and certified in these security matters. However, seafarers may already comply with these new security requirements through seagoing service or previous training.

BST & AFF Renewals - New requirements for renewal of BST require that certain parts of the Fire Fighting and Personal Survival tables be assessed in a shore-side training venue. CMES will conduct a BST Refresher Course for those members with sufficient sea-time to renew but still needing to meet the additional requirements. For members that do not have sufficient sea-time to renew, they will be required to complete the full BST course series. An important feature of the Manila amendments is the additional emphasis given to the need for seafarers’ standards of competence to be maintained throughout their careers. All seafarers are now required to provide evidence of appropriate levels of competence in (including survival, fire-fighting, first aid, and personal safety) every five years. Much of this refresher training can be conducted on board, but some will require training ashore. CMES has already received approval from the USCG for an Advanced Fire Fighting Refresher Course, but the US Code has yet to be changed to reflect the need.

Other STCW Courses – 5-year renewal is also required for Crisis Management and Human Behavior, Crowd Management; Passenger Safety, Cargo Safety and Hull Integrity; Proficiency in Fast Rescue Boats; Proficiency in Survival Craft and Rescue Boats, other than Fast Rescue Boats. However, the ability to satisfy these requirements

might be accomplished by abbreviated courses and/or Online/Distance Learning.

New Tanker Endorsements - Operational tanker training courses are being developed by CMES with respect to the STCW Management level. The M.E.B.A. Training Plan sub-committee has been briefed regarding two new courses: Advanced Tanker Operations for Oil, and Advanced Tanker Operations for Chemical Carriers. The STCW now contains new, comprehensive Competence Tables for training in this area. CMES’ USCG-approved Tankship Dangerous Liquids (DL) course was removed from the 2012 course offerings in expectation of altered CFR training requirements. Delayed implementation of changes to the US Code forces CMES to reinstate Tankship DL as a 2012 and possibly 2013 course-offering.

The new unlicensed grades of Able Seafarer Deck and Able Seafarer Engine have little impact to CMES’ training mission. However, CMES is submitting its 4 week Refrigeration Course to the USCG for consideration as evidence of training and proficiency to satisfy the requirements of 46 CFR 12.15-9 for the General Safety and Refrigerating Engineer examination modules.

Electro-Technical Officer (ETO) and Electro-Technical Rating – CMES offers a variety of courses that cover the scope of job tasks and responsibilities of an ETO. However, any level of US Engineering Officer license qualifies that person to serve as ETO. In recognition of a position already established, and widely applied in the passenger ship industry, training requirements proficiency tables for this position have been in development by the IMO for years. There are many transposable competences between the Able Seafarer Engine and the Electro-technical Rating. It is therefore possible to consider the Electro-Technical Rating aspects as a supplement to the Able Seafarer Engine training, which should contribute to career development for such seafarers and might enhance the flexibility of their role on board. Combining certain lessons/modules of CMES’ Industrial Electronics, Instrumentation Courses, Electrical Troubleshooting, PLC, and Data Communications courses contain most of the training and proficiencies required by the STCW. The need to create such a course for the M.E.B.A. members is undetermined.

Medical Fitness - Physical assessment qualifications do not relate to CMES courses, but to physical fitness standards of mariners. A mariner’s doctor can request demonstration of the physical tests as part of the license renewal medical examination; which is the policy currently reflected in USCG guidance documents and form instructions.

Upgrading - CMES is continuing to monitor the USCG for release of policy germane to deep-sea engineers upgrading to the STCW Management Level. Unlike the Management

Level Deck Officer training and proficiency demonstration requirements defined by/in USCG Policy Letter 04-02, publication of the engineering prerequisites for advancement to First Assistant and/or Chief Engineer have been progressing slowly. In 2003, CMES proactively engaged the USCG and was able to gain approval of a 5-week course that satisfies the STCW Competency Tables for Management Level. CMES continues to be engaged in the MERPAC's and USCG's collaborative development of policy, training requirements, and assessment guidelines that may affect future training requirements.

Certification Timing - The USCG is permitted to renew certificates and endorsements gained before January 2012. It is likely that the Government will continue to issue and endorse certificates in accordance with the provisions of the STCW Convention for mariners that made applications prior to January 2012 and/or started in a training program prior to July 2013. Persons starting a training program after that date will be required to meet the new standards. This means that mariners holding certificates issued prior to January 2012 will have to meet the new requirements, including refresher training, to ensure the validity of their certificates beyond January 2017.

Fitness for Duty and Hours of Rest

Requirements for fitness for duty and hours of rest are in Chapter VIII – Standards Regarding Watch-keeping. These were altered to be similar with the requirements of the International Labor Organization Maritime Labor Convention.

As of 2012, administrations shall take account of the danger posed by fatigue of seafarers, especially those whose duties involve the safe and secure operation of a ship. All persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch and those whose duties involve designated safety, prevention of pollution and security duties shall be provided with a rest period of not less than:

- A minimum of 10 hours rest in any 24 hour period; and
- 77 hours rest in any 7 day period
- Hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the intervals between consecutive periods of rest shall not exceed 14 hours
- On call-outs, shall have adequate/associated compensatory rest period
- Drills prescribed by law and regulation shall be conducted as to minimize the disturbance of rest periods and not cause fatigue

These requirements can be waived in emergency, or in other overriding operational conditions.

It must be noted that several administrations do not consider “overriding operational conditions” to include routine activities associated with the normal operation of the vessel, such as arriving and departing port, and cargo operations.



At the Alaska AFL-CIO convention are (left to right) M.E.B.A. Seattle Branch Agent Dave Nashif, Alaska AFL-CIO Executive President Vince Beltrami, M.E.B.A. Executive Vice President Dave Nolan, Ron Bressette, M.E.B.A. Alaska Rep. Ben Goldrich, and MM&P Vice-President Mike Murray.

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Robert Martens
Bill Van Loo
Phillip Strissel
James Lodge
Stephen Jablonski
Jonathan Lincoln
Dave Nolan
James Lackey
David Nashif
Richard Adams
Christopher Guerra
Donal Staples
Michael Tinkel
Barry Van Vechten
Anthony DiMattia
Wilson Johns
Theodore Marvin
Paul Hebert
Peter Schuffels
Patrick Anderson
Jeffrey Duncan
James Nolan
William Doyle
James Gibson
Daniel Kelley
Charles Lacour



Mark Hanson
Thomas B. Lilley
Scott McClintock
Matthew McKeon
Terry Miles
Lawrence O'Toole
George Poor
Robert Rooks
Raymond W. Silliman
Richard Williams
Thomas Zysk

Shellback Level \$250-\$499

David Burchill
Richard Doherty
Robin Hirth
Phillip Sistrunk
Alfredo Benitez
Karim Elgallad
Robert Ohler
Jay Pillard
Frank Haunfelder
Frederick Olsen
George Morris
Jeffrey Andrade
Christopher Bolduc
David Buck
Robert Curran
William Ebanks
Shane Farnsworth
James Fisher
Steven Oldak
Andrea Pizzorni
Paul Tedesco
Lawrence Gribbin
Joseph Crell
Richard Jendrasko
Michael Antonelli
Robert Fauvell
Timothy Feeney
Karl Kramer
Chun-yi Liu
Ross Wainwright
Thomas Ferguson
Jimmy Hardin
James Myers
Hugh Yarbrough
Ronald Smith
Michael Christensen
Gerard Carroll
Daryl Thomas
Donald Allen
Kent Cummings
Michael Gordon-Tennant
Charles Jackson
Dana Y. Scarr
Dzemat Smirba
Walter Sobol
Zachery Taylor
Paul Wilson
Erik Wlazlo
Brad Wolfe
Erin Bertram
Jeffrey Gaudette
Mark Taylor
Lynden Cothany
Katherine Haven
Mark Newberg
Chris Olson
Jeffrey Pihl
Gregory Rasmussen
Henry Schroeder
Mark Bostick
Timothy Dayton
Gary Ford
Matthew Gomez
Stephen Haines
Timothy O'Donnell
Scott Seifart
Jason Fetter
Edward Harvey
Michael Breton
Harley Coulbourn
Thomas Bands
Stephen Buettner
Michael Langford
Robert Laws
Paul Riley

Gary Trigueiro
Barry Unnold
James Robertson
Claudia Cimini
Robert McMurray
Dasril Panko
Alfred St. John
Gaylon Hurlston
Alexander Mahimer
Thomas Ochs
Christopher Swift
Matthew Gill
Thomas Burnside
Raymond Tesson
James Garberg
Daniel Seewald
Murrell Hilton
Eric Berndt
Robert Mills
Benjamin Hilton
Maxim Alper
John Booth
Michael Brady
Danilo Datuin
Anthony Estvanik
James Joyce
Kyle Kempinski
Robert Lee
Andrew Leonardi
Andrew Stamm
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Steven Walker
David Wessel
Paul Lemoine
Joseph Boyer
Thomas Connor
Richard Alcott
William Siemann
Brian Fritsch
Lawrence Baas
Daniel Barone
Frank Berner
Harry Bertram
John Brian
Larry Brown
Michael Cull
Keith Deirup
Edward Figelski
Matthew Fisher
Arni Foss
John Hall
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Thidiane Kanoute
James Lodge
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Christopher Scheldt
Ramon J. Schwartz
Thomas Tompkins
Bryan Villanova
Charles Williamson
Joseph Wolff
Patrick Wright
Nils Djusberg
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Joseph D'Amico
David Black
Michael Collinsworth
James Gilroy
Eustace Henry
Thomas Hickey
Tracy Mathewson
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Phyllis Prokopich
James Buttafuoco
Richard Laksanen
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Robert Mossman
Joseph Olszowy
Michael Pride
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Jason Underhill
Louis DiGiacomo

Richard Royston
Eben Samuelson
Mark Lund
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Alan Harvie
Aaron Eicoff
Duncan Ballenger
Steven Beaulieu
Timothy Burchfield
Robert Cruise
Michael Krause
Thomas Lynch
Steven McCallister
Ben Meucci
Ole Nilsen
John Slaght
Raymond Sunga
Wayne Wilson
William Funk
Richard Bell
Sean Grace
Louai Abdou
Lorenzo Padilla
Raymond Demarest
Gregory Herz
Michael Hoelzer
Darryl Hunt
Michael Marks
Roland Melcher
David Newell
Brian Orme
August Peterson
Paul Russell
Robert Seidmann
Mark Sipper
Gregory Smith
Jeremiah Taylor
Barton Troxell
Bruce Westlake
Nathan Weymouth
Kevin Wright
Herbert Zilla
Salvatore Zingales

Polywog Level (\$1- \$249)

Cristobal Jaquez
Lars Flink
Albert Elias
David Trovato
Michael Kovach
Rafal Sluborski
William Ayres
Beddie Bonner
William Francis
Jeremy Cobo
Bruce Cooper
Douglas Daves
John Fountas
Eric Johnson
Shawn Mackay
Nebojsa Milosevic
Jeaneth Moises
Joseph Rowley
Roger Weeden
David Weiner
Fernando Salvador
Peter Sullivan
Charles Holliday
Auguste Napier
Kristina Nielson
Carl Page
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Alex Antony
Rene Asupan
James Byrne
Clyde Dodson
Richard Haynes
Coy Herrington
Steven Hutchins
Peter Jorgensen
Robert Katzara
Timothy O'Brian
Michael Snow
Matthew Thatcher
Arnoldo Guevara
James Curran
Thomas Knowlton

Jeffrey Minarik
Howard Parks
Jacob RIDDICK
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Thomas Brown
Adam Gates
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Enrico Butcher
Louis Ludwig
Alem Berhe
Todd Bilodeau
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Edgar Pacana
Edward Quinn
Charles Schroeder
Jose Velez
Alan Voigt
Stephen Wessling
William Thomson
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Thomas Suneson
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Anthony Aiello
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Jonathan Cohn
Dallas Crow
James Dodson
Matthew Galle
Makeda Garraway
David Goddard
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Bruce J. Huntington
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Russell Lino
Justin Litterine
Peter MacDonald
Patrick McCormack
William Morris
Christopher Nardone
R Phillips
Joseph T. Rathgeber
Bryant Salveson
Dustin Skala
Paul Venuti
Seth Warner
Raymond Zeber
Charles Zenter
Logan Higgs
Craig Newton
Thomas Benz
Leonard Hanson
Alfredo Sanchez
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Pery Ahluwalia
Edwin Bagley
Tracy Burke
Brian Flynn
Juri Novozilov
Charles Williams
Rudolph Breton
Lloyd Roberts
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Matthew Alonge
Thomas Birago
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Nathan Gatchell
Craig Larkins
Larry Lehner
Allen Pryor

James Schubert
William Pearce
James Frazier
Neil Barnett
Leo Muldowney
Mark Collins
Thomas Hawkins
Mark Lauretano
Randall Pearsall
Zachary Powell
Paul Roberts
Alexander Robinson
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Henry Cole
Bruce Farnham
David Hamilton
Leonardo Harris
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David Backstedt
Joseph Mcelhinney
Miguel Rivera
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William Dunn
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James McCormack
Edward Spaulding
Ross Thomas
Philip Walkup
Justin Whitton
Craig Woodward
Harold Schreier
Dean Bender
Gregory Faunterloy
Nathan McCrillis
Floyd Jones
Francis Armitage
Mikel Avery
Timothy Casey
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Jack Menendez
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Ross Himebauch
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Peter Steverman
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Thomas Campbell
Michael Coggio
Ralph Dasha
Timothy Drews
Eldridge Edwards
Aaron Faulhaber
Keith Grandy
Steve Gustafson
Ted Jacobites
Charles Jerrier
Clarence Langford
Kevin Lee
Matthew Mataranos
James Moore



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

Mark S. Gallagher
Anthony Sasso
William Hall
John Guccione
Russell E. Skogen
Edd Rushing
Benjamin Goldrich
Alan Valley
Luke Kaili
Edward Kelleher
Ray Twitty
William Sickles
Thomas Jacobs
David May
Robert McGuire
John Long
Daniel McCormick
Frank Michalski
Edward Rynberg
Mark D'Arcy
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Ernest Leep
Marco Rodriguez
John Hasson
Audra Kincaid
Zarko Lazic
Robert Madden
James Rowe
Emil Sorescu
Anthony Carubba
George Greenig
Eric Brandt
Paul Galvin
Ryan Lehman
Richard Wagner
Dana Woodruff
Louie O'Neal
Peter Garramone
William Farrell
David Fitzgerald
Anthony Garza
Joseph Padula
Robert Heanue
Leonard Helie
David F. Bean
Michael Bigda
John Cullan
Thomas Dewhirst



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Samuel Shrake	Stanley Hjort	Stephen Elson	David Price	Bruce Estabrooks	Carl Ranta
Todd Sparling	Marcus Humphreys	John Engelbrecht	John Fernandez	Daniel Gifford	Derek Haars
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Ralph Groot	Mark Nowak	Rolando Gumanas	Nathan Edwards	Marc Hoffman	Gregory Foote
Frank Volonnino	Thomas Perricone	Sylvan Haas	Mary Halloran	John Klocke	Patrick Funk
Louis Kingma	Owen Philbin	John Harrison	Brian Kenny	Michael Martykan	Joseph George
Ross Mansfield	Thomas Poulin	Martin Heidt	Curry Kirkpatrick	Timothy McLoughlin	George Henderson
David Andersen	Luis Quinones	Timothy Jany	Edwin McIntosh	Steve Papacostas	Joe Hood
Vincent Atwood	Joseph Smith	Kelly Kapp	Steven Minott	Casey Penney	John Jacobsen
James Burnette	Paul Smith	Finn Kristiansen	Peter Myers	Timothy Raab	Austin Kilmer-Morris
James S. Burnside	Jedediah Spear	Benjamin Larrabee	Kwaku Oppong-Addae	John Reed	Daniel Ledoux
Edward Church	James Sturgul Jr.	Daniel Laurion	Christopher Parent	Daniel Sappington	Ed Lucic
Byron Collins	Marc Supersano	Patrick G. LeMelledo	Christopher Paul	Joseph Schmitt	Michael Mallini
Frank Czuba	Gary Tucker	Philip Lessard	Michael Tucey	Michael Schneid	Matthew Miller
Steven Day	Ryan Wall	Shane Mahaffey	Hiawatha Williams	Robert Sheehan	Rollin Moore
Jeffrey Donohue	Sean Wall	Robert Maloy	Stuart Wilson	Nathan Williams	Robert Morales
Eric Downer	Andrew Wormwood	Scott Manchester	Don Wilson	Hygin Starry	Luis Navarrete
Miguel Flores	Zbyslaw Ziolek	Loren Massey	Clayton Whidden	John Fischer	Michael Perry
Thomas Fraczak	Manuel Carrancho	Bradford McDermott	Russell Couture	Elmer Perrigoue	Peterson
Mark D. Gallagher	Melchor Llanos	William McHugh	Sean Sabeh	Brian Achille	Michael Peterson
William Harrison	Robert Lee	Robert Moulton	Helbert Esquivel	Clay Garcia	Timothy Sallee
Jonathan Hines	John Ebanks	Donald A. Mullett	John Langley	Matthew Lazarski	Leon Trang
Bryan Humphrey	Michael Daramy	Mike Murphy	William Gifford	Richard McBrine	Richard Ward
Stanley Jones	Wallace Hogle	Peter Nee	Michael Donlon	Russell Reed	Thant Yung
Roald Krogstad	Rene Vazquez	John Nichols	Frank Fabor	Erik Sudhoff	Earl Floyd
Antonio Macatiag	Wallis Barton	John O'Brien	Justin Harding	Fred Morgan	Conrado Martinez
Kenneth Marcinak	Grant Begley	Patrick Preston	Gordon Marsh	Laura Beck	Jared Elliott
David Mitchell	Brian Brady	Frederick Price	Zbigniew Przybylski	Michael Bibby	Russell Forthuber
Paul Mutina	Shaun Burke	Michael Purcell	Stanley Quinn	Justin Bond	Patrick Murphy
Steven Osmus	Thomas Corrigan	Tory Ricker	David Rivera	Cory Clay	Mark Schultz
Jeff Pillard	Christopher J. Dresser	John Riddle	William Tate	Vernon Cromuel	Jason Silva
Edward Radzik	George Dubuc	Julius Rodillas	Romualdas Videika	Jacob Eaton	Timothy Tygielski
Clarence Rater	Brian Gerrish	George Rogers	Maurice Welsh	Douglas Gallagher	David Wingfield
Michael Ryan	Mark Gilmour	Randy Rozell	Michael Wilk	Foster Hardt	Garrett Kearbey
Glen Scott	Vladimir Gostevskyh	Thomas Rusnak	Roger Wilson	Larry James	Cornelius Farley
Demian Trask-Annies	Eric Gould	John Sheehan	Joseph Pfeiffer	Aaron Lord	Curtis Adamski
Keith Turcotte	Greg Guldjord	Frederick L. Simonson	David Ayou	James Sanwald	Sean Beck
Jan Waalewyn	Seth Harris	Ralph J. Sims	Nikolas Capobianco	Jonathan Schmidt	Kevin Bennett
Michael Willard	Sean Humphrey	Gregory Sipper	Richard Cook	George Thanash	Samuel Brown
Robert Womble	Robert Jordan	Edgar Sison	Robert Johnson	Eddie Washington	Stephen Chasseur
Jerzy Ziolek	Louis Lincoln	Sean Stevens	Gary Ketterl	James Wisenbaker	Kevin Desue
Paul Deming	Zebadiah Strout	Felix Tapales	Daniel Murphy	Basil Paporone	James Donaghue
Michael Upham	David MacPherson	Michael Thomsen	Jon Selle	Ralph Elroy	Arthur W. Hemmings
Robert Hamilton	Patrick McManus	Marshall Townsend	Donald Bowtell	Marshall Santos	Steven Jones
Sonny Acosta	Hieu Nguyen	Harold Watts	Horace Buchanan	Jeffrey Barber	Todd Liebrass
Jeffrey Burford	Erik Nowak	Nicholas Weitkamp	Adam Byra	Clayton Busenga	David Seltzer
Michael Burns	William Peddie	Eric White	Andrew Christensen	Howard Feldan	Chris Steele
Edward Gallagher	Julie Penny	Leo Williams	Robert Collette	Benjamin Ganser	Jesse Strickland
Matthew O'Sullivan	Joseph Robson	Glenn Yarborough	John Courtney	Brian Giorgio	James Tims
Michael Rugarber	Carter Seabrook	David Zalewski	Harry Dodson	Devlin Miller	Daniel Tripp
Christopher Sterling	Nicholas Sermoneta	William Costello	Michael Galka	Joseph Reynolds	Ryan Turner
Dale Thomas	Aaron Simard	Joshua Kohl	Doug Granstrom	Amanda Sedano	Nathan Wirt
Steven Watson	Thomas Treen	Panagiotis Andronikos	Jeanne Klaine	Thomas Stillwachs	John Yang
John Green	John Zalewski	Matthew Hilton	Trevor Lapham	John McLane	Gary Burget
Adel Lotfy	Billy Langfitt	William Drake	Tom Le	Carl Meyn	Christopher Butcher
John Rogers	Douglas McPhee	John Catanzaro	Marc Lyons	Stanley Cieciarski	Peter Chizmar
Daniel Adamski	Timothy Harrington	John Coulter	Mark Macdonald	Bryce Doganer	Timothy Groth
Gabriel Arhin	Elton Hinds	Frederick Delucca	Stephen Meyer	Jerry Johnson	George Howell
Jeffrey Behnke	Joseph Lacey	William Eident	Charles Mitchell	Laura Leva	Larry Jackson
Mario Benedetti	Paul Desmond	Stuart Fay	Charles Nisi	Colin Murray	William Martin
Geoffrey Benn	William Stenwell	Thomas Keegan	Thomas Pollock	James Sevitz	John McElhone
Vallerie Busch	James Anderson	Robert Kenny	Michael Ribera	David Shaw	Nathaniel Morrison
Richard Butzen	Jon Anderson	Joshua Knowles	Eugene Rosenberg	Stefan Stein	William Navarro
David Byrne	Frank Angelacci	Lyle Armacost	Kevin Thompson	Paul White	Joseph Perry
Charles Cambra	William Bagby	Alan Lavertu	Christine Van Hulle	Robert Sundius	Daniel Rhodes
Ryan Carpentier	Dennis Cline	Jason Lisowski	William Whyte	Ralph Goldsmith	Jessica Scott
Dennis Cline	James Barr	Douglas McCall	William Winchenbach	Robert Karr	Glenn Sharp
Leonard Collevocchio	Matthew Boleza	Warren McLain	Frank Wyrick	Greg Paxton	Scott Speedy
Brian Conroy	Glenn Buettner	George Negoescu	Lino Giuliani	Rene Asupan	David Tettleton
Kevin Corwin	William Burns	Robert Nims	Thomas Bronson	Robert Binder	Jacques Waltmans
Bradley Ducharme	David Cake	Ryan Quinlan	Jeffrey Grey	Alan Borgen	Nicholas Brissey
Peggy Dudley	Kelly Cameron	Tracy Redding	Stephen Hayslip	David Cake	Mark Crichton
Donald Duncan	Marco Cannistraro	Daniel Schanno	Eric Linderholm	Gerard Cullen	Joseph Skatoff
Andrew Dunlop	Michael Carr	Philip Steinberg	Paul McCarthy	Mark Gimle	William Wright
John Durrant	Darius Chavous		Paul Mooney	Verlon Jackson	
Jon Erlandson			Jose Ramirez	Michael McKlinton	

When you think of the Political Action Fund (PAF), what comes to mind? We want to take the opportunity to formally address some frequently asked questions.

1) Where does the money go?

PAF funds (outside of minimal administrative costs) are spent toward influencing and reelecting friendly Members of Congress through campaign contributions. The M.E.B.A. must report every penny of these expenditures to the Federal Election Committee (FEC).

2) Who decides how the PAF is spent?

The M.E.B.A. elected officials and M.E.B.A. political team have put forth a rigorous rubric to be used in determining which elected officials should receive contributions. Among the standards are; level of support for the issues important to the M.E.B.A., Committee and Subcommittee assignments, position in leadership, and likelihood of election/re-election. Notice that political party is not a factor.

3) Are M.E.B.A. general treasury dollars used the same as PAF?

Although the recent Supreme Court decision, in the case of *Citizens United v. Federal Election Commission*, allows unions and corporations to use funds for political purpose, it has been and remains the policy of the M.E.B.A. that treasury dollars are strictly used for the administration of the union.

4) What should M.E.B.A. members do during tough times?

It goes without saying that the top priority of each M.E.B.A. member is to ensure the wellbeing of themselves and their family. What many members forget though, is that the M.E.B.A. PAF is directly related to the stability of their job. **EVERY** job in the M.E.B.A. is directly dependent on various federal laws. The Jones Act, Cargo Preference, and the Maritime Security Program provide support for every U.S. maritime job. Without these laws (which are constantly under attack) U.S.-flagged shipping will cease to exist. The PAF is the best tool that we have to maintain and strengthen these laws.

5) How much should I give?

As much as you can reasonably afford. Many members contribute as much as 2%, however, 1% or even \$25 a month is certainly helpful. Vacation check-offs and regular contributions are important to maintain regularity and budgeting in the PAF.

If you have any questions about the administration of the PAF, please feel free to contact us. You can speak to our Political Director, Matt Dwyer. He can be reached by phone at (202) 638-5355 or by email at mdwyer@mebaunion.org. Further, if you happen to be passing through Washington D.C. and would like to follow the political team for a day, let us know.

CMES Dedicates Building in Memory of Tom Cannon

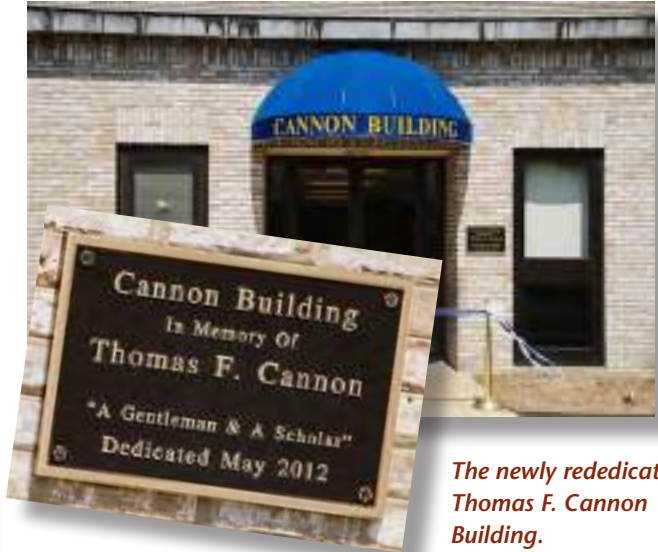
When Calhoon M.E.B.A. Engineering School (CMES) instructor Tom Cannon passed away in January, the school staff wanted to honor his memory for everything he did for the M.E.B.A. and CMES. The M.E.B.A. Training Plan Board of Trustees quickly approved the renaming of the Annex building to the Thomas F. Cannon Building. A formal dedication ceremony was held on May 19, 2012 with Tom's wife, children, grandchildren, and many extended family members and friends in attendance. During the ceremony, remarks were made by Vice Admiral Al Herberger USN (Ret.), several of the Cannon children and grandchildren, M.E.B.A. Secretary Treasurer Bill Van Loo, Mrs. Connetta Cannon, and CMES Interim Director Chuck Eser.



Tom's family gathered to honor his memory at the May ceremony.

Due to previous commitments, many of the Board of Trustees were unable to attend the May dedication ceremony. As a result, a second smaller ceremony was held on June 27, 2012. M.E.B.A. President Mike Jewell, M.E.B.A. Secretary Treasurer Bill Van Loo, and CMES Interim Director Chuck Eser all spoke in praise of Tom.

Tom's commitment to the U.S. Merchant Marine and the Calhoon M.E.B.A. Engineering School is legendary. He actively participated in the industry from his United States Merchant Marine Academy graduation in 1955 until his untimely passing in 2012. His early years were spent sailing with American Export Lines aboard various vessels such as the **SS EXPORT BUILDER** and **SS EXPORT AGENT**. He participated in the First Atomic Ship Transport (FAST) program that resulted in the construction and operation of the **NS SAVANNAH** and sailed as chief engineer and senior



The newly rededicated Thomas F. Cannon Building.



A plaque in the Thomas F. Cannon Building memorializes Tom's memory and the important work he did at CMES.

reactor operator. Subsequent to the Savannah project, Tom sailed as chief engineer aboard the **GTS CALLAGHAN**, during which time he trained the first navy chief engineer of the **USS SPRUANCE**.

Later in his sailing career, Tom worked as chief engineer aboard various SeaLand vessels such as the **SS OAKLAND** and the **MV GALVESTON BAY**, during which time he led her shipyard conversion to the **MV SEALAND PRIDE**, first of the SL31 class vessels. He later oversaw sea trials of all subsequent SL31 class vessels.

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Tom's wife, Concetta Cannon cuts the ribbon at the renaming ceremony with Plans Administrator, Allen Szymczak (left) and Secretary-Treasurer Bill Van Loo (right).



A picture of Tom now graces the Thomas F. Cannon Building.

Tom has the distinction of being the only U.S. mariner to have served as Chief Engineer aboard a vessel of each modern propulsion type: Steam, Motor, Gas Turbine, and Nuclear.

In a ceremony at CMES in May 2008, Tom received the U.S. Maritime Administration Medal for Outstanding Achievement. In light of Cannon's 40 years of active service, his unique career achievements and his continued dedication to the U.S. Merchant Marine as an educator, Maritime Administrator Sean Connaughton presented Tom this rare award.

Soon after Tom's retirement he began teaching at CMES and continued until his passing in January 2012. Tom was the lead instructor for nine courses at CMES, more than any other instructor in the history of the school. He also assisted in teaching six additional courses. In addition to his teaching duties, Tom continued to participate in the development of new courses and restructuring of existing ones.

His selfless devotion and passion for teaching is surpassed by none, and will be remembered by all those he touched throughout his long and distinguished career.



The M.E.B.A. Board of Trustees cut the ribbon at a second ceremony honoring Tom in June.

One of Tom's best friends, Vice Admiral Al Herberger, USN (Ret.), and former Maritime Administrator, spoke at the dedication. "Tom Cannon, my classmate, shipmate and best man, was an inspiration to those who were privileged to know him. He was always responsive to the needs of others with simple or complex issues," said Vice Admiral Herberger. "His smile, kindness and extraordinary legacy will be with us always."



The Flying Bridge

The Board of Trustees for the M.E.B.A. Pension Plan has undertaken Capital Improvements to M.E.B.A. Headquarters at 444 N. Capitol Street, Washington, D.C. in the form of a rooftop terrace called the “Flying Bridge”.

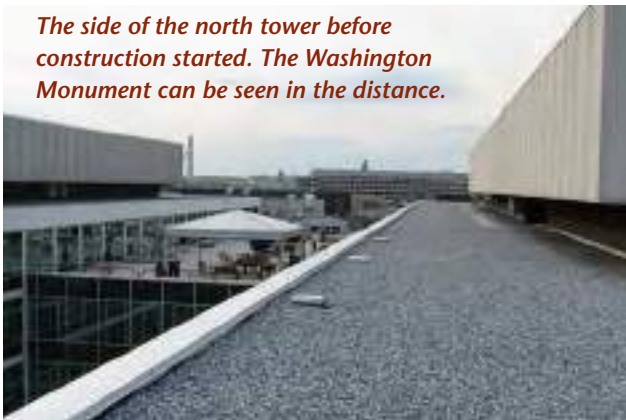


The north tower of 444 North Capitol Street (taken from the south tower) before construction.

Once complete, the “Flying Bridge” will be marketed for events such as political fundraising, weddings, corporate meetings, association events, cocktail parties, parades, inaugurations, and other various affairs. What makes it so spectacular is its location; the rooftop deck will have an unparalleled view of the Capitol Building, Union Station, and Columbus Circle. Even the Washington Monument is viewable from the side of the rooftop deck.

The “Flying Bridge” is named in order to give the venue a nautical theme and to elicit a connection to the M.E.B.A. itself. It is the hope that this maritime term will boost M.E.B.A.’s name recognition in D.C. while also increasing the value of the building.

The side of the north tower before construction started. The Washington Monument can be seen in the distance.



The view of the Capitol Building from the north tower before construction.

The architectural, construction and management services were budgeted by the Board at \$2.2 million. This is the total project budget, which includes soft and hard costs. MEBAR Realty Holding Trust c/o Lincoln Property Company provided the management services for the rooftop construction process. MEBAR expects the cost of construction to be generated within three years due to vast interest on Capitol Hill in the venue.

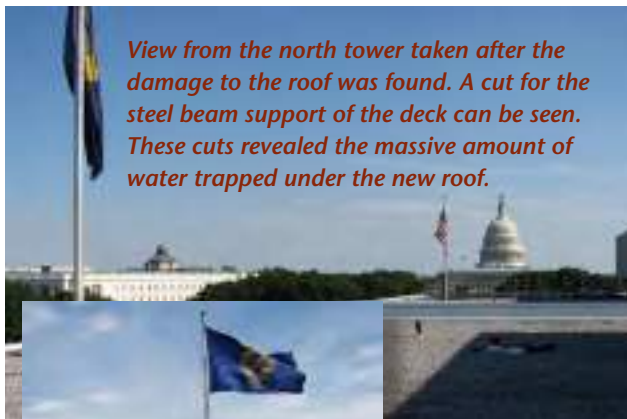


The existing patio on 444 North Capitol Street that connects the 8th floors of the two towers. The patio was roped off to prepare for the steel lift of the outdoor stairway to the roof-top deck.

Out of three bids, MEBAR chose Buch Construction, a union contractor, to complete the work. Buch also offered the lowest bid, and built the rooftop terrace at the

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The Flying Bridge continued



The north tower in the process of drying out and being prepped for steel beam supports.

International Brotherhood of Electrical Workers (IBEW/AFL-CIO) Headquarters in D.C.

Work on the rooftop deck hit delays because of the onerous D.C. construction and Capitol Hill permitting process. Approval for the terrace took almost an entire year. After gaining approval, MEBAR discovered damage to the roof on the north tower of the building. In 2008, the past Board had the roof replaced. When the construction crew cut through the new roof to secure the support beams for the terrace they found gallons of water trapped under the surface.

Due to improper sealing by the roofers during the replacement, years of rainwater seeped in and settled between the old tar roof and the new rubber roof. If it were not for this project, it is likely that severe water damage could have occurred to the building and its tenants.

The roofers came to thoroughly drain and dry out the roof. They repaired all damages and resealed the rubber making sure that no seams were left unsealed. This work was completed quickly and the roofing company's warranty purchased by MEBAR covered the cost. Once the roof was dry and properly sealed and reassembled construction and the lifting of steel for the deck finally began. Work started in June and so far, the construction company has remained on schedule. The terrace is almost complete as of the beginning of September.

MEBAR hired the events management company, Design Concepts to do the marketing for the venue and to increase name recognition of the terrace and revenue for the Pension Fund. The company already has a website up and running, which can be visited at www.theflyingbridgedc.com.

The venue will have two levels. The upper level will sit on top of the north tower. It will have the capacity to seat 200 people under a retractable awning to protect guests from the elements, while allowing an unhindered view of the Capitol Building. The top-level will be able to accommodate



The steel lift took place on June 23. Throughout the course of the day all of the steel was set on the building along with 90 ipe panels. The steelworkers also assembled half of the staircase and the framing for the elevator and retractable awning that day.

a maximum of 409 people. The lower level, which is currently an existing patio that connects the eight floors of the north and south towers, is a part of the “Flying Bridge” as well. The zoning for the lower terrace can accommodate an unlimited number of people; this will allow the venue to accommodate extremely large events.

The M.E.B.A. Pension Fund owns 444 North Capitol Street; it is an asset of the Fund. This means that the Pension Fund is paying for the cost of building the terrace. The Fund pays for all capital improvements to the building, like the replacement of the sidewalk last year, which cost almost half a million dollars.

Before the project began, the Pension Fund’s consultants advised the Trustees that building the rooftop terrace was a sound investment because “(i) the additional income to be generated by renting out the deck during the next several years will cover the costs of construction (in other words, the income will exceed the amortization of the construction costs), and (ii) the deck will increase the value of the building by more than the cost of construction thus adding to the net worth of the pension plan, and (iii) the rooftop venue will greatly increase the visibility of the M.E.B.A. on Capitol Hill and throughout the Washington, DC area.” Only after receiving this information did the Board decide to move forward with the project.

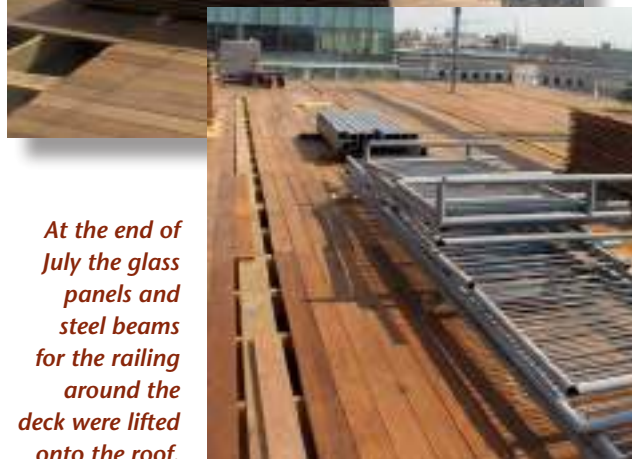
The official launch of the venue was September 13, 2012.



In late June, the construction workers get busy laying the support for the wood decking.



View from the north tower of Washington D.C.’s Union Station.



At the end of July the glass panels and steel beams for the railing around the deck were lifted onto the roof.



The wooden deck finally starts to come together in early July.



The two halves of the steel staircase is fitted together.

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The **SULPHUR ENTERPRISE** sits at port.



The **OVERSEAS CASCADE** was fitted with unique cargo equipment on the bow so that it can drive into a notch on an oil platform.

CMES Collection Featured in SS UNITED STATES Conservancy Exhibition



Photo Credit to: The SS United States Conservancy



Photo Credit to: The SS United States Conservancy

The SS UNITED STATES sailing during her glorious heyday.

The SS United States Conservancy has an exhibition at the Forbes Galleries in New York to mark the 60th anniversary of the **SS UNITED STATES'** historic maiden voyage. Scores of rare artifacts from America's flagship will be on display May 18 - October 20, 2012. The Calhoun M.E.B.A. Engineering School is proud to loan a few items from our collection to this exhibition. The exhibition, entitled *"The Ocean Liner United States: Celebrating the Past and Future of America's Flagship,"* will be free and open to the public from 1000 - 1600 Tuesdays, Wednesdays, Fridays, and Saturdays.

The following is an excerpt from the SS United States Conservancy's press release.

Built to be both luxury superliner and Cold War weapon, America's flagship, the **SS UNITED STATES** was the fastest and safest ocean liner ever built. Larger than the **TITANIC** and faster than the **QUEEN MARY**, this marvel of American engineering smashed the transatlantic speed record on her historic maiden voyage in 1952 – a record that remains unbroken. As part of a year-long, 60th anniversary

celebration of the vessel's dramatic debut, the SS United States Conservancy is proud to announce an exhibition of rare artifacts, artwork, and ephemera showcasing the lost-era of transatlantic sea travel. Revealing letters and photographs featuring the ship's designers, officers, crew, and passengers will also be on display.

Items in the exhibition lent by collectors from across the country will transport visitors back to an era of travel in grand style, where world leaders and celebrities roamed America's "ship of state" as she sped across the Atlantic. Through personal stories of crew members, tourists, and immigrants, the exhibition will shine a spotlight on life aboard the ship in the 1950s and 1960s and convey the **SS UNITED STATES'** special role as national symbol and cultural touchstone.

China, furniture, artwork and documents from the ship's top-secret design are among more than 120 artifacts assembled. These include souvenirs from the maiden voyage, custom-made glassware from the ship's bars and period graphics, both in the form of print advertisements and ship menus and brochures and the like.

Private papers from the vessel's designer, William Francis Gibbs, as well as from Commodore John Anderson, the ship's longest-serving captain, will also be featured. Other personalities associated with the ship profiled include Elaine Kaplan, the pioneering female engineer who helped design the ship's record-breaking propellers, as well as other passengers and crewmembers.

The exhibition calls attention to the SS United States Conservancy, which purchased the historic vessel last year, and its work to save and repurpose this beautiful, one-of-a-kind triumph of American engineering for future generations. The group has mounted a national effort to raise funds for the vessel's upkeep, commence an external restoration process and develop a shipboard museum. The Conservancy is also working to identify a private developer to transform the **SS UNITED STATES**, withdrawn from seagoing service in 1969, into a self-sustaining, multipurpose waterfront destination.



“By celebrating and saving this American icon, future generations will have a window into a bygone era of passenger travel and this testament to American optimism and inventiveness,” states Susan Gibbs, Executive Director of the Conservancy and granddaughter of the ship’s designer, William Francis Gibbs.

Space for the exhibition was made possible through the generous support of Robert L. Forbes, Vice President of Forbes and President of *ForbesLife*, who serves as a member of the SS United States Conservancy Board of Directors.

The Forbes Galleries, New York are located at 60 Fifth Avenue in Manhattan.

ABOUT THE SS UNITED STATES CONSERVANCY

A national nonprofit organization founded in 2004, the SS United States Conservancy leads the global effort to save and repurpose the SS United States. The Conservancy raises public awareness and financial resources for the maintenance, restoration and ultimate reuse of this iconic vessel and works to ensure that the fastest ocean liner ever to cross the Atlantic remains an inspiration for generations to come. For more information about the **SS UNITED STATES** visit www.ssusc.org.



Photo Credit to: Jet Lowe, photographer, Historic American Engineering Record, HAER survey No. PA-647

*Unfortunately, the **SS UNITED STATES** has seen better days. The SS United States Conservancy purchased the vessel last year and is seeking to save and restore her. The hopes are that the Forbes exhibit will raise enough awareness to help save this ship that is such a vital part of maritime history.*



Photo Credit to: The Forbes Galleries, New York

*The Calhoun M.E.B.A. Engineering School has proudly loaned out some of its own collection of **SS UNITED STATES** artifacts and memorabilia to the Forbes exhibit.*



Photo Credit to: The Forbes Galleries, New York

Maritime Day Honors U.S. Merchant Marine



MARAD Interim Executive Director, Joel Szabat proceeded over the DOT's National Maritime Day observance

On May 22, 2012, M.E.B.A. members around the country came together to honor our U.S. Merchant Marine.

M.E.B.A. HQ and AMC staff attended MARAD's and MSC's yearly Washington D.C.'s celebrations. At the U.S. Department of Transportation's National Maritime Day observation, Maritime Administrator David Matsuda presented honored speaker RADM (Dr.) William B. Eisenhardt, president of the California Maritime Academy, with the Merchant Marine Medal for Outstanding Achievement. He also presented the crew of the **HORIZON RELIANCE** with an award for their bravery in the rescue of the crew of the sailboat *Liabona* back in February. Transportation Secretary Ray LaHood delivered the keynote speech and praised the Merchant Marine stating that the White House views the Merchant Marine as a "vital building block" for a strong country.

U.S. Transportation Commander General William Fraser III also honored U.S. merchant mariners past and present during the DoT ceremony, and Military Sealift Command's annual National Maritime Day memorial service and wreath-laying ceremony at the historic Washington Navy Yard in Washington, D.C. He emphasized that a relationship with the U.S. maritime industry is extremely important, especially with the drastic budget cuts that the military will soon face. "Maintaining a national maritime industrial base and strong partnerships with the commercial maritime industry is critically important to the Department of Defense," Gen. Fraser said. He also acknowledged that the U.S. Merchant



U.S. TRANSCOM Commander, Gen. William Fraser III, USAF spoke at the DOT observance.

RADM (Dr.) William Eisenhardt, President of California Maritime Academy gives his speech on Maritime Day. MARAD honored him with the Merchant Marine Medal for Outstanding Achievement.



Marine is America's fourth arm of defense and is vital to keeping the country and its people safe and secure in peace and war.

M.E.B.A. ports and members all over the nation also celebrated. In Seattle, members, led by Claudia Cimini, discovered a Memorial for our Union members (M.E.B.A. Local 38) in Mt. Pleasant Cemetery, commissioned sometime in the beginning of the last century. Since the discovery, local members embarked on a quest to investigate the history of the memorial and the persons interred there.

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DOT Secretary Ray LaHood served as the Keynote speaker for the morning ceremony.



Members and officials attended a memorial service at the American Merchant Marine Veterans Memorial in San Pedro, CA to commemorate Maritime Day after which all partook of a luncheon at Port's O'Call Restaurant. Standing in back from L to R are: members Alison Williams and John Fernandez. Sitting from L to R are: retiree David Seltzer, LA Branch Agent Robert Madden, retiree Gordon Herigstad, LA Patrolman Rich Doherty, members Jeff Burford and Russell Reed.

Maritime Day continued from page 21

A century ago, local 38 purchased these plots. Our founders did this in order to provide one final act of Unity and Friendship for departed members and retirees who might be destitute or without family at the time of their death. This provided the dignity of a final resting place alongside M.E.B.A. brothers.

This Maritime Day, Seattle members attended a BBQ at the hall then, despite the rainy skies, set out to perform a wreath laying ceremony at the memorial. Seattle Plan Rep. Ron Fournier manned the hall as the Seattle Branch Agent, Dave Nashif and WSF Rep. Bill Knowlton attended. Members volunteered their time to clean the memorial, and ponder the continuum between M.E.B.A. past, present, and future.

Branch Agent Nashif presented a narrative about the origins of Maritime Day, and the important role M.E.B.A. has had since 1875. Then Nashif, along with Seattle members and retirees, shared anecdotal stories about Paul Norman, a recently departed M.E.B.A. retiree. Paul was remembered for his participation in the APL picket lines as recently as the 1990's and his never-ending contribution to union activism. Many times, it is difficult to construct an inscription for the memorial bricks at the memorial at the M.E.B.A. Calhoun School in Easton, Md. although borrowed from the Maritime giant Harry Bridges, "An injury to one is an injury to all" is apropos of Paul's contribution. Members Walt Bell and Richard Wagner then placed



AMC President Lee Kincaid and International Propeller Club Executive Vice President Andrew Riester attended the DOT ceremony.



Keystone Shipping Co. Vice President of Operations Capt. Bruce Fernie, M.E.B.A. Baltimore Branch Agent Steve Jablonski, and Keystone Shipping Co. Government Contracts Manager Andrew "Andy" Hake attended the DOT ceremony to honor the Merchant Marine.



*Secretary LaHood presents the crew of the **HORIZON RELIANCE** with an award for their bravery in the rescue of the crew of the sailboat **Liahona** back in February. Horizon Lines VP Bill Hamlin accepted it on behalf of the crew.*



M.E.B.A. Secretary-Treasurer Bill Van Loo and Great Lakes Maritime Academy Superintendent RADM Jerry Achenbach, USMS at the Washington D.C. Propeller Club's Maritime Day luncheon before the Military Sealift Command's annual National Maritime Day memorial service.



M.E.B.A. Baltimore Branch Agent Steve Jablonski takes a moment to smile with former Congresswoman and longtime maritime advocate Helen Delich Bentley.

the wreath on the monument. The ceremony closed with recitation of words from the Merchant Mariners' verse of the hymn "Eternal Father".

On May, 22, President Barack Obama made the annual proclamation to observe National Maritime Day. "For 237 years, the men and women of the United States Merchant Marine have risen to meet our country's call. They have strengthened our economy and our security in times of calm and conflict, connecting our service members to the supplies they need and transporting our exports into the global marketplace... From privateers who bravely fought for American independence to mariners who have supported our Armed Forces for over two centuries, the United States Merchant Marine carries forward an enduring legacy of service to our Nation... Their commitment has helped deliver us through periods of conflict, and their service will remain a critical asset to our security in the years ahead," lauded Obama.

"A strong maritime industry is critical to our multi-modal transportation system and economy, and it plays a critical role in protecting national security. But because our ships and navigation channels are not as visible as congested highways, aging bridges and deteriorating transit systems, funding for our ports and waterways is far too often pushed down the priority list. This neglect must end," said Edward Wytkind, president of the Transportation Trades Department, AFL-CIO (TTD). "We also renew our

vigorous support for a strong, privately owned U.S.-flag fleet through policies such as U.S. cargo preference laws and the Jones Act. These laws are essential if the U.S. is to keep an adequate pool of trained mariners capable of meeting sealift objectives. TTD is also 100 percent behind the RAMP Act – common sense legislation that would ensure funds collected under the Harbor Maintenance Tax go solely to maintaining our ports and waterways."

National Maritime Day recognizes the contributions of the American Merchant Marine, civilian men and women who have defended the freedom of the United States since 1776, and who collectively carried out the largest sealift the world has ever known during World War II. The day acknowledges maritime industry's contributions to the nation's economic and national security. On May 22, 1933, the American steamship **SAVANNAH** sailed from the US to England and completed the first successful voyage using steam propulsion. Maritime Day has been honored on May 22 ever since.

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M.E.B.A. Secretary-Treasurer Bill Van Loo, MSC Commander RADM Mark Buzby, USN, and Transportation Institute Chairman and President Jim Henry on Maritime Day.



U.S. TRANSCOM Commander, Gen. William Fraser III, USAF served at the Keynote speaker for the Military Sealift Command's annual National Maritime Day memorial service.



The traditional presentation and laying of the wreaths at MSC's Maritime Day service.



M.E.B.A. members give their precious time to cleaning the local 38 memorial. Pictured are WSF C/E Greg Hertz, Seattle Branch Agent Dave Nashif, and Seattle member Bill Costello.



Seattle Branch Agent Dave Nashif and Seattle Member Claudia Cimini at the invocation of the Maritime Day memorial ceremony.

WSF C/E Richard Wagner and Seattle member Bill Costello laid the wreath on the local 38 monument stone while Seattle Member Claudia Cimini watches.



WSF C/E Richard Wagner and Seattle Member Claudia Cimini at the Seattle Maritime Day memorial ceremony.



Seattle Branch Agent Dave Nashif, WSF C/E Richard Wagner, Seattle member Bill Costello, and Seattle Member Claudia Cimini at the local 38 memorial.



Shipping Shorts

Cargo Preference Bill Update

The Surface Transportation bill dealt a devastating blow to the maritime industry when food aid cargo preference was reduced from 75% to 50%.

Indications are that the Department of Transportation offered up the Ocean Freight Differential for one third of food aid as a way to fund the bill. Right after the bill passed the M.E.B.A. jumped to action.

Through working with our good friend Elijah Cummings, H.R. 6170 the “Saving Essential American Sailors (SEAS) Act” was introduced. This legislation would undo the food aid cuts that occurred in the Surface Transportation bill. After only one week of advocacy, the legislation has 36 cosponsors including: Tim Bishop (D-NY), Corrine Brown (D-FL), Gerald Connolly (D-VA), Peter DeFazio (D-OR), Gene Green (D-TX), Janice Hahn (D-CA), Colleen Hanabusa (D-HI), Brian Higgins (D-NY), Mazie Hirono (D-HI), Mike McIntyre (D-NC), Larry Kissell (D-NC), Rick Larsen (D-WA), Sander Levin (D-MI), Jerry McNerney (D-CA), Mike Michaud (D-ME), Chellie Pingree (D-ME), Ed Pastor (D-AZ), Nick Rahall (D-WV), Cedric Richmond (D-LA), Steve Rothman (D-NJ), Dutch Ruppersberger (D-MD), Betty Sutton (D-OH), Bennie Thompson (D-MS), Jeff Landry (R-LA), Howard Coble (R-NC), Jimmy Duncan (R-TN), Renee Ellmers (R-SC), Chris Gibson (R-NY), Michael Grimm (R-NY), Jamie Herrera Beutler (R-WA), Steve LaTourette (R-OH), Frank LoBiondo (R-NJ), Candace Miller (R-MI), Scott Rigell (R-VA), Rob Wittman (R-VA), and Don Young (R-AK).

Please feel free to reach out to thank your Member of Congress for their support or to ask them to cosponsor

H.R. 6170. If you have any questions about how to do this, please feel free to contact Matt Dwyer at headquarters at 202-638-5355.

Rep. Cummings Speaks Out Against Cargo Preference Cuts

In a speech given on the floor of the House of Representatives before the summer recess, Congressman Elijah Cummings of Maryland spoke out against the recent attack on the United States’ cargo preference laws. The attacks came in a provision added to the surface transportation bill in the 11th hour. The effect of the provision will be to reduce the cargo preference requirements on food aid shipments from the United States from 75% to 50%, a one-third cut in overall cargo shipped on US-flag ships. Rep. Cummings said of the provision, “Several of its provisions deeply concern me – perhaps none more so than section 100124, which would reduce by one-third the percent of food aid shipped on US vessels. The effect... will be to speed the continuing decline of our fleet. It should never have been included in this bill, and it should be immediately repealed.” The M.E.B.A. has been a longtime supporter of Rep. Cummings and will continue to work with him to repeal this harmful attack on America’s cargo preference laws.

M.E.B.A. Meets with Members of Congress

Over the past few months, the M.E.B.A. met with numerous members of Congress and congressional candidates to discuss important issues that face the maritime and labor industries. These included but are not limited to short sea shipping initiatives, the Avondale shipyard, industrial based shipbuilding, the Maritime Security

Program, elimination of a second trip for the renewal of a TWIC card, cargo preference laws, the American Marine Highway Program, the Jones Act, the RAMP Act/dredging, the Transportation bill, ballast water regulations, issues facing union workers, the Ex-Im Bank, Maritime Action Committees (MAC), the creation of a congressional maritime caucus, and publicizing the importance of the maritime industry to job creation and economic growth.

Every meeting produced positive feedback and support for the industry and its labor base. The elected officials and congressional hopefuls included:

Senator Mary Landrieu (LA) who chairs the Committee on Small Business and Entrepreneurship, and sits on the Homeland Security and Governmental Affairs, Appropriations, and Energy & Natural Resources committees. She is a longtime friend of the M.E.B.A.

Congresswoman Loretta Sanchez (CA), a ranking member on the House Ethics Committee. She also sits on the Veterans’ Affairs Committee and the Judiciary Committee. Her sister, Loretta Sanchez is also a California Congresswoman and friend of M.E.B.A.

Congressman Steven LaTourette (OH), a long-time and loyal friend to the M.E.B.A. and maritime industry. He serves on the Committee on Appropriations. He also sits on the subcommittees of Interior, Environment, and Related Agencies; Legislative Branch; and Transportation, Housing and Urban Development, and Related Agencies.

Frank LoBiondo (NJ) who sits on the House Armed Services Committee, where he serves on the Tactical Air & Land Forces and Readiness subcommittees; the House



Transportation & Infrastructure Committee where he serves on the Aviation and Highways & Transit subcommittees; and the House Permanent Select Committee on Intelligence where he serves on the Technical & Tactical Intelligence and Terrorism, HUMMIT, Analysis & Counterintelligence subcommittees.

Congressman Michael Grimm (N.Y.) a good friend of the M.E.B.A. since he started his term in 2011. He represents New York's 13th district, he sits on the House Committee on Financial Services and the Oversight and Investigation, and Capital Markets subcommittees.

Congressman Aaron Schock (IL) who is currently the youngest member of Congress and represents the 18th District of Illinois. He serves on the House Ways and Means committee and three subcommittees: Trade, Oversight and Social Security. Rep. Schock also serves on the committee on House Administration and as the Chairman of the Franking Commission. He is also a Deputy Republican Whip.

Congressman Adam Smith (WA) who serves as the Ranking Member of the House Armed Services Committee. He is currently serving his eighth term in Congress. Previous he has served on the Foreign Affairs Committee and the House Permanent Select Committee on Intelligence. He also has chaired the Subcommittee on Air and Land Forces (ALF) and the Subcommittee on Terrorism, Unconventional Threats and Capabilities (TUTC).

Senator Kristen Gillibrand (NY) who sits on the Environment and Public Works Committee, the Agriculture Committee, the Armed Services Committee (which she also served on during her time in the House), and the Aging Committee. She has served in the Senate since January 2009, filling the seat of the current Secretary of State, Hillary Rodham Clinton. Before that, she served in the U.S. House of Representatives, representing New York's 20th Congressional District.

Congressman Cedric Richmond (LA), who is a strong advocate for and vital friend to the industry and maritime labor and brought up the idea of starting a maritime caucus. He sits on the Small Business and Homeland Security committees.

Congressman Jim Clyburn (SC). Rep. Clyburn is a longtime friend of the maritime industry and a leadership liaison to the Appropriations Committee and one of the Democratic Caucus' primary liaisons to the White House.

Congressional Candidate Derek Kilmer (WA), picked by Congressman Norm Dicks (WA) to run for Congress in order to fill the seat the Representative will leave open after his retirement. Kilmer currently serves as a Washington State Senator for the 26th district, before that he served in the State House of Representatives from 2005-2007.

Surface Transportation Extension Act Gives Funding to Ferries

The transportation bill passed by the U.S. House of Representatives' this summer severely crippled the U.S. maritime industry. There were clear winners and losers in the bill. Fortunately for some M.E.B.A. members there is a bit of good news for a few ferry systems.

The Surface Transportation Extension Act of 2012 allows for federal funding for state ferry systems. "This bill is a huge win for states like Washington and Alaska that have so many residents who

depend on safe and reliable ferry service to stay connected," Rep. Rick Larsen (WA) told the Juneau Empire.

The Act changed the formula in how transportation funding is allocated. It now takes into account route miles, and vehicles and passengers carried. This will greatly help the Alaska Marine Highway System, as it contains 3,500 miles of ferry runs, from Bellingham (WA) to British Columbia and out to the Aleutian Chain, according to Mike Neussl, deputy commissioner for marine operations for the Department of Transportation and Public Facilities.

The bill would allocate \$67 million per year for the next two years, and while distribution decisions have not been finalized yet, Alaska has a good chance of gaining serious funding, said Neussl.

This could also benefit the Washington State Ferry System, as in Alaska, those vessels often act as the state's highways and can use the federal money to help with overhauls and to keep an older fleet operating.

While this is good news for many ferry systems, it hurts others that don't fit into the criteria that was set by the bill.

M.E.B.A. Member Nominated To St. Lawrence Seaway Advisory Board

This summer, President Barack Obama announced his intent to nominate M.E.B.A. member, Captain Arthur H. Sulzer, USN (ret) to the advisory board of the Saint Lawrence Seaway Development Corporation.



Senator Mark Begich (AK) (center) met with M.E.B.A. member and M/V FAIRWEATHER C/E George Poor (left) and M.E.B.A. Pacific Coast Counsel Joe Geldhof (right) to discuss issues concerning the Alaska Marine Highway System. This included federal funding for vessel maintenance and new ship construction.

Brother Sulzer is the president of Arthur H. Sulzer Associates, Inc. Art joined several colleagues in 2003 to open a Maritime Academy Charter High School in Philadelphia, PA. He was the Manager of Industrial Relations for Keystone Shipping Company from 1996 to 2003, and was Vice President of Operations for the Sea Line Company from 1987 to 1988. In the early 90s, he was part of the faculty at the Calhoon M.E.B.A. Engineering School, and assisted with the development of the LNG and Tankerman PIC courses.

He is a U.S. Coast Guard licensed ships master and Third Assistant Engineer. He spent a number of years sailing on ETC's LNG vessels. Art earned a B.S. in Marine Transportation and an M.S. in Transportation Management & Maintenance from the State University of New York Maritime College. He received an M.B.A. in Finance from Hofstra University and an Ed.D. from the University of Pennsylvania.

Congratulations to Art on his nomination!

USCG and ICS Ballast Water Updates

The U.S. Coast Guard (USCG) published a 14-page Frequently Asked Questions (FAQ) document that addresses standards for living organisms in ships' ballast water discharged in U.S. waters. It focuses on questions formed after the USCG published the final rule on ballast water in March. To view

the FAQ document visit: <http://www.uscg.mil/hq/cg5/cg522/cg5224/docs/BWDSAUG012012ApprovedforRelease.pdf>.

Meanwhile, the International Chamber of Shipping (ICS) called on the International Maritime Organization (IMO) to address critical issues concerning the implementation of the 2004 IMO Ballast Water Management (BWM) Convention. The Convention, which is intended to prevent damage to local ecosystems by invasive species of marine micro-organisms carried in ships' ballast water, is expected to enter into force within the next 2 years.

ICS requested that the IMO's Marine Environment Protection Committee, address the issue of fixed dates for the retrofitting of costly new equipment by a large number of ships as soon as possible. The ICS and its represented companies have concerns about the availability of effective ballast water treatment equipment/technology, bottlenecks forming from having to retrofit so many ships in a short time, and the rigorous approval process.

ICS proposed the IMO modify the BWM Convention's requirements so that existing ships not be required to be retrofitted with treatment equipment until their next full special survey. In view of the pressures on shipyards that will need to fit the equipment, this would smooth out implementation over a 5-year timeline around the date of entry into force of the Convention,

rather than the current 2 to 3 year deadline. ICS also proposed that ships approaching their fourth special survey should be exempt from the equipment requirements. If the IMO does not accept the suggestion that ships should not be required to retrofit until their next 5-year renewal survey, ICS suggested that ships over 18 years old be exempt from the equipment requirements.

In a separate submission ICS requested that IMO consider modifying its current draft guidelines for type approval of equipment, and for ballast water sampling and analysis that will be used by port state control, so that they are comparable with those adopted by the United States.

Members please update your emails with membership

M.E.B.A. members are encouraged to update their emails with the membership department in order to receive informational updates from the union. Please email membership@mebaunion.org with your name and current email; also please adjust your spam setting to allow messages from the email akincaid@mebaunion.org.

CMES Cadet Interns Spend Day In Washington, D.C.

On Thursday, the 14 students in the Cadet Intern Program at Calhoon M.E.B.A. Engineering School came up to M.E.B.A. Headquarters to meet with



CMES Cadet Interns pictures with HQ officials and CMES staff. The cadets spent time on the Hill speaking to their elected officials about the importance of the maritime industry.



CMES Cadet Interns hard at work learning new skills at the M.E.B.A. Calhoon School this summer.



President Mike Jewell and Secretary-Treasurer Bill Van Loo. The interns also spent time with M.E.B.A. and AMC political staff on the Hill. They attended meetings with their hometown and academy district Congressmen. They were able to speak to their Representatives about issues facing their futures in the maritime industry, while learning how important it is to have friends in Congress to help maintain maritime jobs.

The internship program is three week long and contains students from Kings Point, Massachusetts Maritime Academy, Maine Maritime Academy, and Fort Schuyler New York Maritime Academy. Two of the students are current maritime graduates and one will be graduating next month with a license. The other 10 interns have at least one more semester of schooling before graduating with a license. All students expressed a desire to join M.E.B.A. and sail on our contracted vessels.

Longtime Maritime Labor Relations Stalwart Tom Murphy—Passes Away

A longtime maritime industry stalwart, Tom Murphy of Marine Personnel and Provisioning (MTL/MPP/Crowley), passed away on July 16, 2012.

Murphy was in his 60th year working for management in the Maritime Industry. And likewise, he spent that entire 60 years working with the M.E.B.A. Tom Murphy would have turned 76 years old this coming Sunday.



2nd A/E Eric Connor and 3rd A/E Kevin Schultz smile for the camera on the **OVERSEAS LONG BEACH**.



On the **ALLIANCE ST LOUIS** 2nd A/E Phillip Sistrunk and 3rd A/E Billy McLaughlin pause for a picture.



Faces around the Fleet



Maintenance Engineer Thomas McKenzie, C/E Michael Ribera, 1st A/E Michael Martineau taking a break onboard the **SS HORIZON CHALLENGER** this summer. When the vessel arrived in port she experienced some engine room trouble.

Murphy's entire career evolved around just two shipping companies – Marine Transport Lines and Crowley Maritime. In April of 2012, Thomas E. Murphy received the Seafarers & International House Award for Outstanding Friend of Seafarers.

Mr. Murphy grew up in the Red Hook section of Brooklyn during the height of the Great Depression. In Murphy's own words taken from the Awards ceremony in April: "Back then, Red Hook was a waterfront community where the male workforce was predominantly longshoremen and shipyard workers. My own Dad worked the shipyards – Todd and Bethlehem Steel to name a few. As kids we could tell the difference right away where your father worked – shipyard workers carried tool boxes which contained their favorite tools and longshoremen carried their hooks on their belts."

When Tom Murphy turned 16 years of age he landed a job with a shipping company in Lower Manhattan. The company, Marine Transport Lines (MTL), was looking for a kid to work a few hours after school Monday through Friday and half days on Saturdays. The office was located at 11 Broadway, at the Battery where many of the shipping lines were headquartered. He started out with MTL making 75 cents per hour. After a few months, the company increased his pay to \$1.00 per hour. When Murphy graduated from high school, he was given a position in the Marine Personnel Department as the assistant crew dispatcher. As a dispatcher, his duties included being the liaison with vessel personnel and various union halls throughout the country.

At age 19, Tom Murphy was inducted into the Army, and after completing his military obligation, he returned to MTL as the sole crew dispatcher. MTL allowed Murphy to sail periodically on several ships, mainly tankers, as the company was preparing him to enter the labor relations field. Tom Murphy stated in his speech at the April 2012 Award ceremony: "It was my intention to do more than just observe. I worked with the crew and, in short order, found

out what it was like to handle mooring lines, hook up runarounds to the cargo manifolds, crawl through cofferdams, set up wind chutes, stand watch on the bridge as well as in the engine room. In the evenings, I would record in a log what I had observed during the day. At first, the ship's personnel viewed me with some skepticism, but, in due course, they accepted me as a shipmate. It was helpful to me."

At the beginning of Murphy's career, dry cargo ocean shipping consisted mostly of breakbulk ships. Murphy stated: "No change in our industry was more significant than when a North Carolina trucker (Malcom McLean) had a notion about using containers for the carriage of ocean cargo. It wasn't long for this to take off like a rocket ship. Containerization would revolutionize the industry globally and make redundant the use of breakbulk vessels."

Murphy continued: "Over these 60 years, I have seen transformation of epic proportions affecting our industry. And, as most people in this room know all too well, change for our industry almost always meant principled ship owners and tough union negotiators having to settle issues that resulted from those changes, but settle we did."

Rest in peace Tom Murphy, you will be missed.

US FAB Wins Award for Washington State Ferries Deliveries

The three new 64-car, 750 passenger ferries constructed by US Fab, a Vigor Industrial new-build subsidiary won the regional "Under Budget, Large Project" category in the American Transportation Awards competition sponsored by AASHTO.

The award was presented to the Washington State Department of Transportation (WSDOT). WSDOT is now entered into a competition for one of two national awards that carry \$10,000 in prizes.

The America's Transportation Awards competition, sponsored by AASHTO, AAA, and the U.S. Chamber of Commerce, recognizes the very best of America's transportation projects in three main categories: Ahead of Schedule, Under Budget, and Best Use of Innovation.

"The construction of the Kwa-di Tabil class ferries demonstrates what can be accomplished with great partnerships. US Fab's in-house engineering staff and its subcontractors collaborated closely with an exceptional team at Washington State Ferries (WSF) expediting production throughout the entire process without compromising safety, schedule or quality," said Kevin Hein, Director of Engineering at US Fab.

North American ECA Enforceable Under MARPOL ANNEX VI

The North American Emission Control Area (ECA) under MARPOL Annex VI became enforceable on 1 August 2012. The sulfur content of the fuel oil used on board ships operating within the ECA may not exceed 1.00 percent m/m (10,000 ppm).

Ships are required to maintain and, if requested, make available to Port State Control authorities: bunker delivery notes (for vessels 400 gross tonnage and above), representative fuel oil samples, taken at the time of fuel oil delivery, written fuel oil changeover procedures, which show how and when the fuel oil changeover is to be done to verify that only compliant fuel oil is burned within the ECA, and the fuel oil changeover log book that contains the volume of compliant fuel oil in each tank as well as the date, time and position of the ship when any fuel oil changeover operation is completed prior to entry into or commenced after exit out of the ECA. The boundaries of the North American ECA are defined in IMO MEPC.1/Circ.723. The US EPA has issued Interim Guidance on the Non-Availability of Compliant Fuel Oil for the North American ECA and more information is also available on the US EPA website.



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The California Air Resources Board (CARB) also issued an advisory regarding the changes. The advisory reminds operators that they must comply with both the California Ocean-Going Vessel Fuel Regulation and the North American Emission Control Area requirements. To view it in full visit http://www.arb.ca.gov/ports/marinevess/documents/marinenote2012_1.pdf.

M.E.B.A. Gains New Jobs with APL; Fleet Increases to 14 Vessels

M.E.B.A. increased its APL fleet from 12 ships to 14 ships this year. APL operated four C-10 Class vessels in the Maritime Security Program (MSP), but due to age restrictions APL LTD informed the M.E.B.A. that over

the next few months the company will replace the four C-10 Class vessels in the MSP with four S-12 Class ships. These S-12 Class vessels are currently operating in U.S. Flag service without MSP. Two of these ships are already M.E.B.A. crewed.

The American Maritime Officers (AMO) previously had a contract for two of the APL vessels M.E.B.A. will be operating. "APL expressed strong confidence in the caliber of M.E.B.A.'s shipboard officers and took particular notice of the professionalism and responsibility exercised by the M.E.B.A. leadership and its members in finding solutions to the M.E.B.A. Defined Benefit Pension Plan," said M.E.B.A. President Mike Jewell.



*Third A/E Jerry Bottari and Second A/E Brandon Starodub prepare one of the **CYPRINE's** lifeboats for a mandatory drill on turnover day.*



*Aboard the **CYPRINE** on turnover day are First A/E Neil Driscoll (who filled in until Peter Jendrasko could join the crew) and Second A/E Brandon Starodub.*



*M.E.B.A. Baltimore Branch Agent Steve Jablonski, APL Maritime Ltd. Director of Labor Relations John Dragone, and MM&P Vice President-Atlantic Ports Steve Werse were present at the turnover of the APL **CYPRINE**.*



*Port Engineer Bill Hill aboard the APL **CYPRINE**.*



Congressman Michael Grimm spends a day with Staten Island Ferry Rep. Mike O'Toole and M.E.B.A. aboard the ferries, learning about the importance of the ferry industry in his district.

M.E.B.A. and APL reached an agreement on a Letter of Understanding (LOU) for the acquisition of the two new APL S-12 Class vessels. The deadline for the agreement and exchange signatures on the LOU was met after the close of business on Friday, April 20, 2012. A special membership meeting was held at the union halls on April 24, 2012 so union officials and members could discuss and vote on the LOU. M.E.B.A. would like to thank every member who took the time to attend this very important meeting. A strong majority of the members who attended the meeting voted in favor of the LOU, thereby reflecting the understanding and importance of securing new jobs.

For more information on the details of the LOU please visit the M.E.B.A. BBS or contact your local union officials.

In July, M.E.B.A. members completed a successful and professional turnover of

the **MV CYPRINE**. The 900-foot 5,000 TEU **MV CYPRINE** joins the **MV AGATE** and the **MV CORAL** under M.E.B.A. contract. The vessel is part of a two ship increase to the M.E.B.A. crewed APL fleet.

M.E.B.A. members worked quickly and efficiently to prep the vessel for U.S. Coast Guard drills and departure on Tuesday. M.E.B.A. congratulates all crew on the swift and successful turnover!

M.E.B.A. Endorses Denny Heck for Washington's 10th Congressional District

The M.E.B.A. is pleased to announce our strong endorsement of Denny Heck in the race for Washington's 10th Congressional District.

Denny Heck has displayed a sincere dedication to public service in his time serving the people of Washington in the State House of Representatives. He did so for nearly a decade and as a testimony of his immense leadership was chosen by his colleagues to serve as the Majority Leader.

Denny has also consistently shown his steadfast support for the men and women of the U.S. Merchant Marine. His strong support of the Jones Act has been unwavering. "I fully support the Jones Act. It's an important piece of legislation that protects America's seafarers and our national security interests," he said of the law. Denny has also been a big proponent of the

Maritime Security Program saying, "The Maritime Security Program is vital in maintaining a merchant marine capable of responding to America's security needs."

Denny is also the right person for the job of getting the nation's economy moving again. He has years of experience working in the private sector, building businesses and adding jobs to the economy. His experience will be an asset to the state of Washington as we rebuild the economy and protect and create jobs both inside of the maritime industry and outside. The M.E.B.A. is proud to support him.

M.E.B.A. Endorses Congressman Michael Grimm

The M.E.B.A. proudly endorses Congressman Michael Grimm from New York's 13th Congressional District. Atlantic Coast Vice President, Chris Guerra, and Staten Island Ferry (SIF) Representative, Mike O'Toole, were on hand in March for the official endorsement ceremony at the St. George Staten Island Ferry Terminal. Guerra said of Rep. Grimm "He has demonstrated exemplary service in the U.S. Congress representing the people of New York's 13th district. His strong voice of support for the U.S. Merchant Marine has ensured the viability of the good, middle class, jobs of the mariners living in Staten Island. The M.E.B.A. looks forward to a strong continuous partnership with Congressman to continue to fight for the hard working



*The **APL CYPRINE** is now proudly crewed by M.E.B.A. engineers.*

mariners in New York's 13th district." Congressman Grimm gave a rousing labor and maritime speech at the AFL-CIO Maritime Trades Department mid-winter meetings. Grimm is a former marine and served in combat tours in Iraq for Operation Desert Shield and Desert Storm where he received a combat promotion meritoriously to Corporal. He also served in the FBI from 1991 to 2006 including several years as an undercover agent. Grimm was elected to Congress in the 2010 elections and has been a good friend to labor and to the maritime industry as whole.

Congress Expresses Support for Dredging

Congress voted in late June to approve the surface transportation bill and expressed their strong support for dredging of the country's ports. The bill contained language stating that it is the sense of Congress that the Administration should request that all revenues collected in the Harbor Maintenance Trust Fund (HMTF) should be fully expended each year on the operation and maintenance of the nation's federally maintained ports. Up to this point, only about half of the revenue being generated by the Harbor Maintenance Tax was being spent on dredging and harbor maintenance projects.

AOTOS Awards Honorees Named

The United Seamen's Service (USS) 2012 Admiral of the Ocean Sea Awards (AOTOS) will be presented to Niels M. Johnsen, CEO and Chairman of

International Shipholding Corporation; Captain Robert Johnston, Senior Vice President and Head of U.S. Flag Strategic Business Unit for Overseas Shipholding Group, and United States Senator Mary Landrieu, Democrat of Louisiana. The maritime industry's most prestigious awards will be presented at a gala industry dinner and dance to be held at the Sheraton New York Hotel and Towers, New York City, on October 26, 2012. Recognition will also be given to American Seafarers for specific acts of bravery and heroism while at sea.

In announcing the recipients, General Kenneth Wykle, USA(ret.), Chairman of the USS AOTOS Committee, said: "Niels M. Johnsen represents the finest in ship management just as Bob Johnston brings seagoing and operational excellence to our industry. Senator Landrieu has spent her career in elected office bringing a leadership voice to efforts that benefit all Americans." He added: "It is our honor to honor these three with the AOTOS Award this year." General Wykle is also President of the National Defense Transportation Association.

All proceeds from the AOTOS event benefit USS community services abroad for the U.S. merchant marine, seafarers of all nations, and U.S. government and military overseas. The recipients will share the evening with a group of American seafarers who will be honored for acts of bravery at sea. Information about the gala, tickets and advertising journal is available from USS AOTOS Coordinator, Barbara Spector Yeninas at aotos@bsya.com or (732) 817-0400 x 16. To contact USS directly, call (718) 369-3818.

Alaska Marine Highway System Extends Service in Alaska

The Alaska Marine Highway System commenced service to the community of Old Harbor on Kodiak Island. The **M/V TUSTUMENA**, crewed by M.E.B.A. members, now calls on Old Harbor, an addition that significantly increases public access to this small community on the southeast coast of Kodiak Island. Dave Nashif, Seattle Branch Agent, noted the crew sailing the **M/V TUSTUMENA** routinely sail in difficult open ocean waters and that calling at Old Harbor is part of the public service rendered by the crew of the "Tusty." Dave Nolan, M.E.B.A. Executive Vice-President, concurred that sailing in Alaska is challenging and added that obtaining replacement funding for the **M/V TUSTUMENA** is necessary to ensure adequate service in the Southwest component of the Alaska Marine Highway System.

Kings Point Graduation Leads To New M.E.B.A. Members

Officials and staff from M.E.B.A. attended the U.S. Merchant Marine Academy graduation in Kings Point, NY. Captain Mark Kelly, Class of '86 and a former NASA astronaut, delivered the commencement address, encouraging graduates to tackle the future head on and to continue to apply hard work and dedication to their chosen careers. Kelly's wife, former Congresswoman Gabrielle "Gabby" Giffords (AZ) a good friend of the maritime industry and the M.E.B.A., also attended the commencement. 209 graduates representing 37 states and



Former Congresswoman Gabrielle Giffords (AZ) attended the USMMA graduation to support the class of 2012 and her husband, Captain Mark Kelly, who served as the keynote speaker.





M.E.B.A. Atlantic Coast VP Chris Guerra signs up recent graduates for the union.



Recent graduates Vincent Trezza, Ali Anderson, and Zachary Clin eagerly wait to sign up for the M.E.B.A. on graduation day.



Former Apex Marine shipmates reunite at the 2012 USMMA graduation. Pictured from left to right are M.E.B.A. retiree Dan Noonan, M.E.B.A. retiree and AMC President Lee Kincaid, and M.E.B.A. member Stan Szczerski.



M.E.B.A. Retiree Dan Noonan beams proudly with his family on his son's graduation day. Pictured from left to right are Elizabeth Noonan, Greta Noonan, Daniel Michael Noonan, Dan Noonan, and Katie Noonan

the four foreign countries of South Korea, Malaysia, Panama and Singapore walked across the stage to receive their diplomas. Based on Academy estimates, 21 percent of the 2012 graduates will serve in active military duty and more than 67 percent will be employed on board commercial and navy ships. After the ceremony, M.E.B.A. Atlantic Coast Vice President, Chris Guerra, signed up nine eager graduates for the M.E.B.A. Congratulations to all Kings Point graduates and welcome aboard to our new applicants!

Mass Maritime Graduates Biggest Class in its History

Massachusetts Maritime Academy graduated a total class of 304 cadets, the largest in the academy's history, according to Rear Adm. Richard Gurnon, the school's president. This includes licensed and non-licensed graduates. In his "charge to the Class of 2012" speech, Col. William Sinnott, who received an honorary doctoral degree from the college, compared the young class to the generation of Americans who lived during the Great Depression and World War II. "We are facing complex ... times, but they're solvable problems, and you have the tools," Sinnott said. "We are in the hands of the next 'greatest generation.'"

M.E.B.A. extends congratulations to the class of 2012!

USACE Releases Modernization Report

The U.S. Army Corps of Engineers (USACE) submitted to Congress the "U.S. Port and Inland Waterways Modernization: Preparing for Post-Panamax Vessels" report in June. The report is an examination of options for future modernization of U.S. ports and inland waterways. The report, along with a summary, reflects the information available at the time of its writing. It addresses the factors Congress identified with chapters on: Discussion of Demand for Future Capacity, Current Capacity, Evaluating

Capacity Maintenance and Expansion, Environmental Impacts of Capacity Expansion, Financing Options for Funding U.S. Port and Inland Waterway Infrastructure Needs, and Additional Considerations. To view the report visit <http://www.iwr.usace.army.mil/index.php/us-port-and-inland-waterways-modernization-strategy>.

Pirates Attack MOL Operated LNG ARIES

In late June, pirates attacked the MOL LNG carrier, **M/V LNG ARIES**, off the coast of Oman, according to TradeWinds. Five to six pirates fired guns and rocket propelled grenades at the vessel. According to the IMB, three shots hit the vessel. According to TradeWinds, the **M/V LNG ARIES** does not have armed guards aboard but is equipped with razor wire, has a citadel and the crew had their fire hoses

rigged. The vessel just signed a two-year extension to its charter contract with Qatargas and it is suggested that this attack will raise concerns in the LNG industry. The ship was a former M.E.B.A. contracted vessel.

HORIZON RELIANCE Rescues Sailboat Passengers Adrift In Storm

The crew of the **HORIZON RELIANCE** performed two brave rescues this past year and saved four lives from the sea.

The first rescue took place while the vessel was en-route to Hawaii from the U.S. West Coast. The **RELIANCE** rescued three sailboat passengers, including a nine-year-old boy, adrift in stormy seas in the predawn hours of February 8, 2012.

The crew of the 893-ft. **RELIANCE** containership, directed by the U.S.

Coast Guard (USCG), altered course at full speed to assist the 33-ft. sailboat and its crew of three. The sailboat, said to be traveling from Puerto Vallarta, Mexico to Hilo, Hawaii, was reported to be adrift without power, with all sails destroyed, approximately 411 nautical miles east of Honolulu. Weather conditions were poor, with southwesterly winds gusting to 40 knots and sea swells in the 20-ft. range. Horizon Lines is a member of AMVER, a voluntary program sponsored by the USCG for mutual vessel assistance and rescue.

The rescue took place at approximately 2 a.m. local time. The passengers were Mitchell James (29), his brother Bradley James (32), and Bradley's nine-year-old son, Wesley. The **HORIZON RELIANCE** arrived in Honolulu on February 9, 2012. At that time, the James's were medically evaluated,



Pictured after a brave rescue are (front row, left to right) survivors Mitchell James, West James and Bradley James, (back row left to right) 1st A/E Robert Curran, C/E John Williams, 3rd A/E Joseph Lacey, 2nd A/E Eric Linderholm, and Honolulu Rep. Luke Kaili.



The HORIZON RELIANCE performs another act of bravery on the sea. Pictured are C/M Steve Itson, Bosun Kissinfor Taylor, Captain Barry Costanzi and C/E Sean Stevens.

Crew of the RELIANCE perform a courageous rescue from the Gallivant.



debriefed by Coast Guard and other officials, and spoke to the press.

"We are thankful the **HORIZON RELIANCE** was in the right place at the right time to come to the aid of these individuals," said William A. Hamlin, Horizon Lines Senior Vice President of Operations. "We commend Captain Kelleher and his crew for their skilled seamanship in accomplishing a successful rescue despite very adverse weather conditions."

On June 12, 2012, the **RELIANCE** rescued an 81-year-old yachtsman 1,000 miles off the shore of Oahu. The vessel responded to a call from the U.S. Coast Guard (USCG) Fourteenth District to perform a medical evacuation off the sailboat *Gallivant*. The yacht was sailing from California to Hilo, HI.

According to Hawaii News Now, the man was traveling with two others aboard the *Gallivant* when he suffered a stroke. The crew aboard the **HORIZON RELIANCE** bravely tried to perform both a boat transfer and a crane and basket rescue. However, due to the amount of rigging on the *Gallivant* neither were viable options. The crew made the decision to use the accommodation ladder to complete the rescue. M.E.B.A. Chief Engineer Sean Stevens bravely helped in the effort of transferring the elderly man onboard the containership. The **HORIZON RELIANCE** then set out for Honolulu at top speed.

M.E.B.A. congratulates the crew of the **HORIZON RELIANCE** on two successful and brave rescues!

M.E.B.A. Completes Successful Paper Activation of MARAD Ready Reserve Fleet

M.E.B.A. played a major role in the successful completion of the virtual activation drill of the MARAD RRF vessels in mid-June. Union officials and the membership worked to fill all vacant billets to make sure the vessels were fully crewed. This activation reaffirms the professionalism and dedication of the M.E.B.A. membership.

M.E.B.A. contracted companies activated 20 vessels this past week. Keystone Shipping Services (11 ships): **CAPE KENNEDY, CAPE KNOX, CAPE VICTORY, CAPE VINCENT, CAPE RACE, CAPE RAY, CAPE RISE, REGULUS, POLLUX, DENEbola** and the **ANTARES**. Marine Transport Lines (6 ships): **CAPE DOUGLAS, CAPE DIAMOND, CAPE DOMINGO, CAPE DUCATO, CAPE DECISION, CAPE EDMONT**. Patriot Contract: (3 ships) **CAPE HENRY, CAPE ORLANDO** and the **ADMIRAL CALLAGHAN**

Congratulation on a job well done to all those who were involved!

M.E.B.A. Signs On To ASRA Letter

At the beginning of June, the M.E.B.A. signed on to a letter to include the American Shipping Reinvestment Act

(ASRA) in the conference report for the Surface Transportation Reauthorization bill. ASRA would help create thousands of transportation-related American jobs in the domestic maritime industry, a critical component of national transportation infrastructure. It has broad bipartisan support. It addresses an outdated 1970s tax code provision that stranded substantial capital overseas of U.S. shipping companies. ASRA would allow U.S. companies to utilize this money in the U.S. to acquire ships, support domestic operations, and create American jobs. The letter was sent to Senator Barbara Boxer (CA) and Congressman John Mica (FL).

N/S SAVANNAH Wins Ship of the Year Award

The Steamship Historical Society of America awarded the **N/S SAVANNAH** the 2012 Ship of the Year award. The ship made a great deal of progress over the past year restoring and retrofitting parts of the vessel such as the engine room, the emergency diesel generator room, the hydraulic winch platforms, the control room, multiple passenger staterooms, cargo holds one through five, the foc'sle, and the anchor windlass mods. The **N/S SAVANNAH** is the first nuclear-powered steam merchant ship, the only such vessel built in the United States, and one of only four such ships ever built worldwide. This is the fiftieth anniversary of **N/S SAVANNAH**'s completion and entry into service. Congratulations to the crew and all involved with the restoration!



This summer M.E.B.A. HQ was lucky to receive a visit from our Panama affiliates. Pictured are M.E.B.A. President Mike Jewell, U.I.M. Counselor Luis Yau Chaw, U.I.M. Secretario General Vladimir A. Small O., U.I.M. Counselor Rolando Arrue, and M.E.B.A. Secretary-Treasurer Bill Van Loo.



This spring, the retired space shuttle, Discovery took its “final flight” over Washington, D.C. on its way to the Smithsonian Air and Space Museum.

M.E.B.A. Engineers Help With WSF Passenger Rescue

On May 26, after a 9:00 p.m. departure from Seattle, WA, the Washington State Ferry's (WSF) **M/V WENATCHEE** was steaming across Puget Sound to Bainbridge Island. The WSF's Bainbridge “A” watch was on duty. At around 9:15 p.m., two passengers notified the Captain that they saw a woman jump/fall off the ship. Immediately, the Captain broadcast a “Man Overboard” alert and the crew began successful rescue efforts.

“The crew of the **M/V WENATCHEE** showed just how prepared and proficient they are. Our engineers and the rest of the crew worked together like a well-oiled machine and were able to save a life,” said M.E.B.A. President Mike Jewell. “This is the type of professionalism and unity you get from union crews who have received top-notch education and training. I am proud to hear that their efforts and hard work not only keep the Washington State Ferry system running, but also help to ensure the safety of their passengers. I would like to congratulate our members and the rest of the crew on a successful rescue.”

The Captain ordered the ship's M.E.B.A. engineers to reverse the vessel. The engine room quickly reversed both propellers while the pilot on watch hit the Man Overboard button on the radar to insert a marker in the computer to help with the search. The engine crew continued their work as the engines

spooled up and the propellers dug in churning water in reverse.

The **M/V WENATCHEE's** deck crew with assistance from M.E.B.A. engineer, Greg Poor, prepared the rescue boat for immediate launch. The deck and cabin crew prepared the first aid response, handled crowd control of the vessel's several hundred passengers, and located the missing woman's husband. Out of the passengers, two Bainbridge Island doctors identified themselves to the mate along with a nurse, an EMT, a police officer and the Bainbridge Fire Chief. They all offered to help administer first aid and contacted emergency personnel on shore to prepare to transport the woman to a hospital. During the incident, the deck crew instructed M.E.B.A. engineer, Greg Poor, to take control of the rescue boat operations.

The ferries **M/V TACOMA** and **M/V YAKIMA** heard the **M/V WENATCHEE's** radio distress calls on the company channel. Both ships immediately diverted from their scheduled runs to assist in the search. At WSF Headquarters the Operations Watch Supervisor began making notifications and coordinating the shore-side response.

At around 9:25 p.m. the ship slowed to a stop as crew and passengers searched the water for the victim. A young child spotted the woman floating in the water. The crew launched a rescue boat to retrieve her while those on board the **M/V WENATCHEE** helped to navigate

them. At 9:34 p.m. the cabin crew and M.E.B.A. engineer Martin Wakefield helped to lift the rescue boat back on the ship.

The crew carried the victim to the set-up triage area where she received immediate medical attention from the crew and available medical personal on the vessel. The **M/V WENATCHEE** quickly sailed into Bainbridge, docking at 9:46 pm. A Bainbridge Island Fire Department Medic Unit was waiting to transport the victim to a Life-Flight helicopter to Harborview Medical Center.

It is unclear if the woman fell or jumped from the vessel.

President Signs EX-IM Bank Reauthorization

On May 30, 2012, President Obama signed the reauthorization of the Export-Import Bank into law. Reauthorization of the Bank's charter occurs every three to five years and requires an act of Congress. Normally, this is a nonpartisan process. However, due to House freshman Republicans this year's reauthorization began a bitter political battle that pitted many in the Republican Party against each other. Eventually both the House and the Senate passed this legislation.

The law reauthorized the charter for another three years and raised the bank's lending limit to \$140 billion. This will help to secure preference cargo for the American maritime industry, as a large



amount of cargo generated by the Bank must be transported on U.S.-Flag ships.

USCG Notices Regarding Merchant Mariners' Licenses & Documents

The U.S. Coast Guard (USCG) is finalizing regulations previously published as an interim rule on January 13, 2006. The USCG published the interim rule to amend the maritime personnel licensing rules to include new security requirements when mariners apply for original, renewal, and raise-of-grade licenses and certificates of registry. The Coast Guard is finalizing the one remaining section of the interim rule that has remained un-finalized, which is the definition of a dangerous drug. The final rule came into effect on June 28, 2012. To view the Federal Register notice visit: <http://www.gpo.gov/fdsys/pkg/FR-2012-05-29/html/2012-12870.htm>.

The USCG is also finalizing regulations previously published as an interim rule on January 6, 2004. The interim rule was published to enhance the application procedures for the Merchant Mariner Licensing and Documentation program, which were necessary to improve maritime safety and promote the national security interest of the United States. The Coast Guard is finalizing the one remaining section of the interim rule that has remained un-finalized, which is a statement of the

purpose of the rules in this part. The rule came into effect on June 28, 2012. To view the Federal Register notice on this rule visit: <http://www.gpo.gov/fdsys/pkg/FR-2012-05-29/html/2012-12871.htm>.

News from the IMO Maritime Safety Committee 90th Session

The IMO's 90th Maritime Safety Committee (MSC) session was held at Organization's London Headquarters from 16 to 25 May 2012. The MSC adopted a resolution recommending operational measures aimed at enhancing the safety of large cruise passenger ships, as well as a work plan to address passenger ship safety matters, in the wake of the **COSTA CONCORDIA** incident in January. The busy agenda further saw the adoption of amendments to the International Convention for the Safety of Life at Sea (SOLAS) and adoption and approval of other guidelines, codes and circulars, submitted by the IMO Sub-Committees. The MSC agreed Interim Guidance to private maritime security companies (PMSC) providing privately contracted armed security personnel (PCASP) aboard vessels transiting the high-risk area off the east coast of Africa. A comprehensive report from IMO on the proceedings is available at <http://www.imo.org/MediaCentre/PressBriefings/Pages/19-MSC-90-.aspx>.

POID Ratifies New Collective Bargaining Agreement with APL

In late May, the Professional Office and Industrial Division bargaining unit of M.E.B.A. ratified their newly negotiated collective bargaining agreement by a vote of 166 for and 6 against. The POID rank and file bargaining team negotiated the new 4 year agreement for many weeks. The team consisted of EVP Dave Nolan, POID Representative April Fleischer, and POID members Alana Newman, Orlando Coronado, Stefanie Wright, Collin Cacchione, Jeannette Auman, Nolan Watson, and April Wright. The newly ratified agreement included many important changes to contract language, preserved pension and welfare benefits, and annual wage increases. Dave Nolan stated that the new agreement would not have been as successful without the dedicated rank and file members who put in many long days of negotiating and the membership who gave their time in the months of preparation beforehand. Special thanks to Bill Doyle, M.E.B.A. Chief of Staff, who also attended the negotiations and whose knowledge and expertise played an integral role in this contract.

AMC Speaks Out On Jones Act Enforcement

An article, published this spring, in Oilgram News examined new legislative language passed to protect the Jones Act



*The crew of the **HORIZON HAWK** gather for a photo. Pictured are JJ Engelbrecht 3rd A/E, KP Cadet (now M.E.B.A. GRP III) Martin, Jeff Engle C/E, Al Borgen 2nd A/E, and Mario Benedetti, 1st A/E. All M.E.B.A. Engineers are Calhoon M.E.B.A. School graduates, Jeff and JJ were classmates of Group 81A, and longtime friends.*



SIU Executive VP Augie Tellez and M.E.B.A. President Mike Jewell take a moment for a photo at the Maritime Trades Department meetings.

in the face of more Strategic Petroleum Reserve drawdowns. The article quotes American Maritime Congress President Capt. Lee Kincaid and Executive Director Jim Caponiti and states that the AMC helps to hold the defensive line when it comes to protecting the Jones Act in Congress. Caponiti stated the Merchant Marine needs support at all times, not just during war. Mariners need training, and employment during times of peace. This ensures that in times of need people with the necessary skill set are available to help transport supplies into war zones. Kincaid dismantled the logic of Jones Act opponents who wish to use cheaper foreign-flagged ships to transport goods between U.S. ports stating that it would be the same as allowing a foreign airline to create routine flights between New York and Los Angeles. To view the article, visit the “What’s New” section of www.mebaunion.org.

America’s Marine Highways Get Press Coverage

In May, Politico published an article about the current state of America’s marine highways. It highlighted some of the benefits of short sea shipping, such as cost and fuel savings, reduction of congestion on major roadways, and fewer emissions than trucking, but it also identified some of the major roadblocks that keep the development of this type of transportation from being a reality. These include lack of demand, an under developed retail market, the wariness of shippers to commit to transporting cargo via

short-sea ships, the unwillingness of ship builders to produce vessels for “invisible buyers”, the lack of White House requested funds for a marine transportation system, and the existence of the harbor maintenance tax. The article leaves hope for the future of such a venture but points out financial incentives and major shipper, government, and public support and recognition will be needed. To read the article in full visit <http://www.politico.com/news/stories/0512/76633.html>.

MARAD Will Not Finance U.S. Passenger Ships

In early May, the U.S. Maritime Administration (MARAD) released its “2011 Statistical Snapshot” of the North American cruise industry. Shortly before the release of the report, U.S. Maritime Administrator, David Matsuda sent a letter to World City America Inc., an organization dedicated to getting the U.S. its fair share of economic profit from the cruise industry, which is dominated by foreign companies that make profits off U.S. citizens. The letter stated MARAD is instituting a policy prohibiting the financing of overnight passenger vessels under the Title XI ship-financing program. This program’s mission is to help promote and stimulate American jobs and the U.S. economy and is directly administered by the Agency.

The letter states, “the policy prohibiting MARAD from financing overnight passenger vessels is based on the Agency’s long history of troubled

passenger vessel projects.” However, World City President, Stephanie Gallagher told the Maritime Executive that, “the Agency’s long history of troubled passenger vessel projects resulted directly from MARAD’s own deviation from the program’s economic soundness criteria that resulted in the high profile defaults.”

There is currently only one U.S.-flagged cruise ship in service, the M.E.B.A. crewed **PRIDE OF AMERICA**. The cruise industry is primarily foreign run. As the Maritime Executive points out, it does not have anything to do with MARAD’s congressionally mandated mission nor does it support U.S. shipbuilding, pay American corporate taxes, hire American workers, and is not bound by many U.S. laws. Yet each year, MARAD produces a “Statistical Snapshot” of the industry while implementing a policy to deny funds to help produce more jobs for U.S. mariners.

NTSB Releases Report On ANDREW J. BARBERI Ferry Accident

At the end of May, the National Transportation Safety Board determined that the probable cause of the 2010 collision of the passenger ferry *Andrew J. Barberi* with the St. George terminal, Staten Island, New York was due to a solenoid failure. This caused a loss of propulsion control of one of the vessel’s two cycloidal propellers. Contributing to the accident was the propulsion system’s lack of a propeller pitch



deviation alarm, which was not required by regulation, but which would have alerted the pilothouse crew to the loss of propulsion control and permitted prompt action. To read the report in full visit <http://www.nts.gov/investigations/reports.html>.

CMES receives USCG certification for RADAR recertification class

In July, the Calhoon M.E.B.A. School in Easton, MD received official certification from the U.S. Coast Guard (USCG) for its RADAR Recertification training/testing service. CMES is currently the only school to have this type of program USCG approved.

Congratulations to the staff of CMES for working so hard to achieve the approval for the RADAR Recertification Online tutoring/practice and for working with Prometric Testing Centers to adequately emulate a ships RADAR in its nationwide testing environment. Special thanks go to Captain Dan Noonan who spent hours working to make sure the RADAR emulation looks like a shipboard system and interacts with students like the real interface.

CMES Receives Media Coverage

The Calhoon M.E.B.A. Engineering School (CMES) based in Easton, MD was featured in the Maritime Training issue of the Maritime Executive. The article highlighted the School's use of Prometric Testing Services to support proctoring of its USCG-approved online STCW courses; which includes Crowd Management, and Crisis Management & Human Behavior. The piece also mentioned the new RADAR Recertification.

Using Prometric allows online students to test at any one of approximately 320 testing centers located across the U.S., the U.S. Virgin Islands and Puerto Rico. Congratulations go to the hardworking

CMES staff for putting so much time and effort into this project.

In addition, the article mentioned the School's electrical and control system technology courses, such as Marine Propulsion and High Voltage Safety. Chuck Eser, Interim Director, explains that these classes are in high demand because of emerging designs that use propulsion systems, which require electrical busses in excess of 4,160 volts and include electronic control system complexities not previously seen in the industry.

Eser also addresses the point that while there is a big trend towards online/distance learning CMES still focuses on hands-on training for most marine technologies.

CMES CLASS ADDITIONS Voyage Planning Class Added to CMES 2012 Schedule

Due to membership demand, Calhoon M.E.B.A. Engineering School added several classes to the 2012 schedule.

A Voyage Planning class has been added to the 2012 schedule. Please submit an application if you are interested.

In addition, in anticipation of a 2013 company-requirement for diversity/sensitivity training, CMES added instances of its Human Relations Course for 2012. Completion of this course will apply to any future company/Union requirements.

October 29 - November 2, 2012

This one-week course covers topics that address diversity in the maritime workforce and liability associated with non-compliance with present-day workplace protection laws.

Course Capacity: 12 students

Prerequisites: None.

Special Requirements: None.

Please send all applications through the CMES website, fax to (410) 822-7220, or email applications@mebaschool.org.

Cape May-Lewes Ferry Tests Neptune Firefighting System

The Cape May-Lewes Ferry system saw some excitement in early May when local firefighters tested a powerful water cannon on the **CAPE HENLOPEN** to see if it would be successful in helping to extinguish fires on freight ships and oil tankers that sail through the Delaware Bay.

The Neptune firefighting system includes two floating pumps that were attached off the back of the ferry. They fed an enormous amount of water through hoses to a larger tractor size pump on the back deck. The large pump then pushed the water through a 12-inch hose that ran the length of the boat to the hull. This allowed the cannon to create an arc of water that was powerful enough to spray 300 feet for over half an hour.

The Delaware River & Bay Authority made the **CAPE HENLOPEN**, which was off-duty, available for the test. The boat departed the Cape May dock on Tuesday and sailed to an open stretch of water in New Jersey. A Delaware Bay and River Cooperative boat followed with observers from the U.S. Coast Guard and companies that operate large vessels in the Bay like Sunoco.

USNS CESAR CHAVEZ Christened and Launched

This spring, General Dynamics NASSCO launched and christened the **USNS CESAR CHAVEZ** (T-AKE 14) at its shipyard in San Diego, CA. M.E.B.A President Mike Jewell attended the christening ceremony and launch.

Speakers at the ceremony included dignitaries from the United States Navy, as well as Fred Harris, president of General Dynamics NASSCO, Jerry Sanders, Mayor of San Diego and Assistant Secretary of the Navy, Juan Garcia III. The ceremony culminated in the ship's sponsor ceremonially naming the ship by breaking the traditional bottle of champagne against its hull.



Former Congresswoman Helen Delich Bentley joins Congressman Norm Dicks as he accepts his Salute to Congress award.



At the 2012 Propeller Club Salute to Congress Congressman Norm Dicks greatly honored the M.E.B.A. Pictured here are MM&P Secretary-Treasurer Don Marcus, Congressional candidate Derek Kilmer (running to replace retiring Congressman Dicks), MM&P member Captain Don Josberger, Congressman Norm Dicks, M.E.B.A. President Mike Jewell, Inland Boatmen's Union of the Pacific National President Alan Cote'.

Named in honor of the labor leader, **USNS CESAR CHAVEZ** is the 14th and final ship of the T-AKE class of dry cargo-ammunition ships that NASSCO built for the Navy. When the **CESAR CHAVEZ** joins the fleet in 2012, its primary mission will be to deliver more than 10,000 tons of food, ammunition, fuel and other provisions to combat ships on the move at sea.

Dicks Receives 2011 "Salute To Congress" Award; Honors The M.E.B.A.

On May 8, 2012, the International Propeller Club of the United States awarded Congressman Norm Dicks (WA) the "Salute to Congress Award" for 2012. Presented at the annual Salute to Congress Dinner, the award is given every year to a member of Congress who has demonstrated constant support for the United States-Flag Merchant Marine and the American maritime industry.

Congressman Dicks has been a strong supporter and a fierce advocate for the maritime industry. He has also been a faithful friend to the M.E.B.A., helping to introduce and support numerous pieces of pro-labor and pro-maritime legislation throughout his 36 years in Congress. Rep. Dicks

graciously honored the M.E.B.A. in his speech, stating that the Union helped to launch his Congressional career.

"One of my real starts in my career was when I was invited to go down to Jesse Calhoun's house at M.E.B.A. on the Eastern Shore," said Rep. Dicks. "The first time I was there I sat down at this table where they were playing cards, poker. And I sit next to Phil Burton, the famous Phil Burton, him and Tom Foley were responsible for democratizing the House of Representatives." The Congressman went on to say that throughout that game of poker, which he won, he made a great connection with Rep. Burton who later helped to get him a seat on the sought after on the Appropriations Committee and helped him to strengthen his influence in Congress.

The Congressman then restated his connection to M.E.B.A. "So I always say that I launched my political career at Jesse Calhoun's place on the Eastern Shore with M.E.B.A., and over the course of the years I've had so many friends in maritime labor who've helped me in my campaigns. And being from Washington State, we're proud of the Merchant Marine." The M.E.B.A. thanks Rep. Dicks for all of his support throughout his tenure in Congress and for his gracious speech.

To watch a video of Congressman Dicks' speech in full please visit <http://www.tvworldwide.com/events/propellerclub/120508/default.cfm?id=14536&type=flv&test=0&live=0>.

At the dinner, M.E.B.A. and AMC officials and staff were able to network with Government and industry professionals. Both organizations were lucky to have prestigious guests join them at their tables including: U.S. Maritime Administrator David T. Matsuda, Majority Staff Director of House subcommittee on Coast Guard and Maritime Transportation John Rayfield, former Maritime Administrator VADM Albert Herberger, former Maritime Administrator William Schubert, National Defense University Transportation Chair and former superintendent of Kings Point RADM Philip Greene, National President of the Navy League Philip Dunmire, and Maritime Executive Editor Tony Munoz.

M.E.B.A. Helps To Make 3rd Annual Sail-In A Success

On May 9, 2012, an estimated 155 American maritime industry representatives from throughout the country gathered in Washington, D.C. for the third annual "Sail-In." M.E.B.A.



Maritime Industry professionals, including M.E.B.A. members and staff, hit the Hill this past May for the Sail-into Congress.



had many individuals attend the event, and is very thankful to all the members who offered their time and energy to help us carry our message to Washington.

Participants in the Sail-In represented almost every segment of the American Maritime Industry. They participated in over 170 meetings with Members of Congress and Congressional staff to answer their questions and share the critical role the unified American maritime industry plays in creating jobs protecting the homeland. They also spread the news about a new study from the Navy League of the United States that says a unified domestic maritime industry plays a "unique and extraordinary" role in promoting U.S. economic, national and homeland security. To view the Navy League study, please visit: www.navyleague.org.

The Sail-In was organized by the U.S. Maritime Coalition, a volunteer committee of representatives from the U.S. maritime industry representing the U.S.-flagged merchant fleet, maritime labor unions and other maritime companies serving America. Both the M.E.B.A. and AMC belong to the Coalition.



The AMC supplied funds to create a banner to inform the D.C. public of the Congressional Sail-In. Pictured are AMC Staff President Lee Kincaid, Executive Assistant Dianne Lauer, and Executive Director Jim Caponiti.

AMC President Lee Kincaid, M.E.B.A. members Randall Skillern, Steve Olsen, and M.E.B.A. retiree Mike Hainen at the 2012 Sail-in to Congress.



M.E.B.A. Member Wins MSC Mariner Award of Excellence

Every year, the MSC Mariner Award of Excellence recognizes and honors Civil Service Mariners of the MSC considered the most outstanding in their department. The winners receive a congratulatory letter, a plaque, and \$2,500. Nominations are submitted by the fleet and reviewed by the MSC Incentive Award Board. The M.E.B.A. would like to recognize member Paul R. Smiley, First Assistant Engineer aboard the **USNS PECOS** for his hard work and diligence that lead him to win a Mariner Award of Excellence. Congratulations Paul!

NMC Updates Email Notification Service

In May, the National Maritime Center (NMC) launched an improvement to its automated email system. Now mariners who have provided an email address to the NMC will receive an email notification 90 days prior to the expiration of their Merchant Mariner Credential, License, Merchant Mariner Document, or Standards of Training, Certification and Watchkeeping. This is intended as a final reminder of an impending credential expiration. For questions regarding applications, use the on line Application Status Checker to determine the status. In order to receive NMC emails you must ensure the following email address is not blocked or routed to "Junk" or "Spam": donotreply_MMLD_NOTIFICATION@uscg.mil. An email address is needed for this service. Replies to this email address are not monitored; if you wish to contact the NMC, you can do so at IASKNMC@uscg.mil or 888-IASKNMC. For questions regarding this service call the Customer Service Center for support at 888-IASKNMC (888-427-5662).

Golden Gate Labor Coalition Held Successful Demonstration

On May Day, employees of the Golden Gate Ferry system took part



in a successful demonstration that resulted in a complete shutdown of the Golden Gate Ferry service until 2 p.m. M.E.B.A. members stood in solidarity with the other unions of the Golden Gate Labor Coalition to send a message to the Golden Gate Bridge Highway & Transportation District.

All boats remained tied at the Larkspur Ferry Terminal as hundreds of employees and supporters gathered to demand the District come to the bargaining table to agree on a contract that would ensure affordable healthcare and retirement benefits for workers, retirees, and their families. Over 380 union workers employed by the District have been negotiating for over a year for a fair contract and have already made many generous concessions, but they are still being denied a contract that

would safeguard their healthcare and retirement benefits.

To view a video of the May 1st demonstration visit <http://www.youtube.com/watch?v=kTJB0k---Y>. To learn more about the Coalition's fight you can watch http://www.youtube.com/watch?feature=player_embedded&v=LMrvPaeP7WQ.

FRC Completes Report

The five-person rank and file Financial Review Committee, elected by members at the April meetings, completed three days of work at M.E.B.A. Headquarters. After reviewing 2011 Union finances the Committee signed off on a report that was sent to the Union halls and voted upon at the regular monthly membership meetings in May.



The FRC was created as a Democratic safeguard adopted by the M.E.B.A. in the mid-1990s to examine union finances from the previous year. This year, the committee consisted of Ted Schmidt (Baltimore), Jeremiah Taylor (Houston), Gregory Herz (Seattle), Douglas Dawes (Oakland), Wilfred Jones (New Orleans), and Salvatore Zingales (New York). Salvatore Zingales served as Committee Chairman, Jeremiah Taylor as the Recording Secretary, and Gregory Herz as the alternate member.

MSC Accepts Delivery of the USNS MEDGAR EVERS

Military Sealift Command (MSC) accepted delivery of its newest dry cargo/ammunition ship, **USNS MEDGAR EVERS** (T-AKE 13), during a short ceremony at the General Dynamics NASSCO Ship Yard San Diego. The ship, which was christened Nov. 12, 2011 in San Diego, honors slain civil rights leader Medgar Wiley Evers, who is remembered for his efforts to end segregation at the University of Mississippi in the 1950s and for his opposition to Jim Crow laws in the 1960s. Since its launch, the ship has been undergoing a series of tests and trials in preparation for its delivery to MSC.

The 689-foot long **USNS MEDGAR EVERS**, designated T-AKE 13, is the 13th of 14 new dry cargo/ammunition ships scheduled for delivery to the Navy by the end of this year. The first 11 dry cargo/ammunition ships are currently operating as part of MSC's Combat Logistics Force, delivering vital

fuel, equipment and supplies to Navy warships at sea. The remaining three of the 14-ship T-AKE class are expected to be assigned to maritime prepositioning squadrons, which strategically place combat cargo at sea for rapid delivery to warfighters ashore. **EVERS** has a crew of 125 civil service mariners working for MSC and 11 Navy Sailors who provide operational support and supply coordination.

Maersk Mc-Kinney Moller Passes Away

Maersk Mc-Kinney Moller, the man who helped to make Maersk Line the world's biggest ocean container carrier, passed away on April 16, 2012 at the age of 98.

Known as "Mr. Moller" he became joint owner of "Firmaet A.P. Møller" in 1940. He became director and chairman of the A.P. Moller – Maersk Group after his father's passing in 1965. Moller dealt with the daily management of the business until 1993, and served as chairman of AP Moller-Maersk A/S until 2003. After that, he still remained very active in the Group's business decisions. At the time of his death, Mærsk Mc-Kinney Møller was Chairman of the Board of the A.P. Møller and Chastine Mc-Kinney Møller Foundation, the A.P. Møller Relief Foundation, and the Maersk Employee Foundation, all of which are significant shareholders of A.P. Møller - Mærsk A/S.

A.P. Moller-Maersk is still controlled by the Moller family. The Group's shares rose over 6 percent as analysts predicted

that younger members of the family may split off sections of the Group. Two of Moller's grandsons, Robert Uggla and Johan Uggla, hold executive positions within the Maersk group. It is speculated that they could be future leaders of the family business, according to *Reuters UK*.

USCG Announcements

Merchant Mariner Examinations at MU Guam will be scheduled at Regional Examination Center Honolulu. All mariners who wish to take examinations at Monitoring Unit (MU) located in Guam will be scheduled through the Regional Examination Center Honolulu (REC-HON). For contact information for REC HONOLULU visit: <http://www.uscg.mil/nmc/recs/hon.asp>.

Additionally, merchant mariners wanting to submit their application at MU Guam should submit their complete application package to any of the 17 Regional Examination Centers (REC). The most efficient way to submit an application is by e-mail. Instructions on the website under the "REC Information" menu. For questions about the use of the new forms, please contact the NMC by email at iasknmc@uscg.mil or by phone at 1-888-IASKNMC.

The U.S. Coast Guard released a Marine Inspection Notice stating that U.S. vessels subject to inspection must have an official logbook, which shall be kept available for review by the Secretary (i.e., Coast Guard) upon request. Entries must now include: (1) officer/seaman watch change outs, (2) hours



The FRC takes a break for a photo. Pictured are (left to right) Wilfred Jones, Gregory Herz, Douglas Dawes, Salvatore "Torey" Zingales, Jeremiah Taylor, and Ted Schmidt.

of service for officers/seamen, and (3) documentation of accidents, illnesses, and injuries that occur during watch. Congress did not specify this or set an implementation deadline for these new additions. The Office of Operating and Environmental Standards is conducting an analysis to determine if new regulations are required. In the meantime, vessel operators should comply. Questions concerning this notice may be directed to the Office of Vessel Activities, Domestic Compliance Division (CG-5431) at 202-372-1224 or CG5431@uscg.mil.

Navy League Supports Jones Act

In its annual policy statement on Maritime Primacy & Economic Security the Navy League of the United States stated that the Jones Act is critical to U.S. economic, homeland and national security – serving the nation by maintaining a skilled merchant marine, shipbuilding capacity and sealift capability.

Regarding the U.S.-flag Merchant Marine, the policy statement notes that U.S. commercial and government-owned vessels “played a significant and indispensable role” in operations in Iraq and Afghanistan, and the need for that substantial logistics force and commercial sealift capability is essential to national and economic security. The report also calls for strong support of the Maritime Security Act, the Passenger Vessel Act, U.S. Cargo Preference Laws, and a strong MSP and strategic sealift Merchant Reserve fleets.

To read the statement visit: http://www.navyleague.org/legislative_affairs/maritime_policy.html.

AMC Hosts ICAF Transportation Study Group

In March, the America Maritime Congress (AMC) hosted a three-hour discussion seminar on maritime issues with the Industrial College of the Armed Forces (ICAF) Transportation Study Group. A component of the



National Defense University located in Washington, D.C., ICAF is an accredited senior professional military educational institution that prepares selected military officers and civilian government officials for strategic leadership and executive positions in the field of national security.

AMC President Lee Kincaid and Executive Director James Caponiti met with 15 students and three ICAF faculty members. AMC’s maritime industry presentation included a basic industry overview and a discussion of current and future maritime industry challenges. The AMC message stressed the importance of a viable U.S.-flag merchant marine to promote economic and national security and focused on the maritime industry’s critical strategic lift capability provided by commercial and government-owned ships, the commercial port infrastructure, and by the indispensable role of trained civilian merchant mariners that sail into harm’s way. It highlighted the framework of laws, maritime policies, and government programs that enable the U.S. maritime industry to coexist and compete against lower cost regimes in the competitive international market while addressing specific issues pertinent to the Maritime Security Program, the Jones Act, and Cargo Preference. It also addressed ongoing industry challenges related to environmental stewardship, maritime emergency response and recovery, and international piracy, as well as opportunities for industry growth, transportation efficiency, and congestion

mitigation that could stem from development and implementation of the America’s Marine Highway initiative.

Students and faculty were highly engaged, and the group expressed its gratitude for the range of information presented and for the opportunity to debate and challenge issues. AMC welcomed the opportunity for future dialogue, and offered to assist the study group with identifying and contacting industry leaders for additional insights to help the students with their ICAF academic agenda.

Attention Members – Remember Your Fit For Duty Letters

All M.E.B.A. members should remember to bring their Fit for Duty letters and include it in their credentials packet when reporting to the halls for job call.

M.E.B.A. And State Of Alaska Reach Settlement on Leave Anniversary Date Rule For AMHS Engineers

Days before the Union was set to arbitrate a claim on how leave anniversary dates are calculated, the State of Alaska tossed in the towel and agreed to a resolution of a dispute over how to apply a term of the Collective Bargaining Agreement with the State of Alaska. Representative Ben Goldrich and Branch Agent Dave Nashif agreed to settle a dispute that was scheduled

*M.E.B.A.
Secretary-Treasurer
Bill Van Loo,
SIU Secretary-Treasurer
David Heindel, and
Jon Whitlow of the ITF
at the Maritime Trades
Department meetings.*



to go to arbitration on February 29, 2012. The issue dealt with establishment of a leave anniversary date and was initially the subject of a grievance by M.E.B.A. member Bert Stammerjohan. Union officials did an initial intake and review of Brother Stammerjohan's claim, consulted with counsel and then pushed the dispute to arbitration. Executive Vice-President Dave Nolan observed that: "this was a good example of how the grievance process should work." Nolan noted: "The Union was ready to make good arguments as to why the CBA supported the position adopted by the Union and we were not really surprised when the State of Alaska agreed in principle to the Union's position. In settling the dispute, a Letter of Grievance Resolution was signed making Brother Stammerjohan whole in contractual terms. A separate Letter of Agreement protecting Union members was also signed to ensure that the contract with the State of Alaska is applied properly in the future.

M.E.B.A. Received Media Cover on Pension Plan

The union-friendly *Chief-Leader* ran an article on the M.E.B.A. in February praising the Union and its members for saving the Defined Benefit Pension Plan. To view the article, go to the "What's New" archives section of the M.E.B.A. website.

M.E.B.A. Crewed GREEN WAVE Completes MSC Antarctica Mission

M.E.B.A. crewed Military Sealift Command's (MSC) chartered container ship, the **MV GREEN WAVE**, successfully completed the annual MSC Antarctica resupply mission. The vessel departed McMurdo Station, Antarctica, at the end of February, after delivering more than 6.8 million pounds of vital supplies in support of Operation Deep Freeze. ODF is the annual Joint Task Force Support for Antarctica mission to resupply the remote scientific outpost.

The **GREEN WAVE** followed the MSC-chartered tanker **MT MAERSK PEARY**, which brought crucial diesel, gasoline and jet fuel to McMurdo Station. This mission supplies 100 percent of the fuel and around 80 percent of the supplies that researchers and support personnel across Antarctica need to survive and work for the year. The **GREEN WAVE** arrived at McMurdo Station on Feb. 13 with food and research equipment.

After the **GREEN WAVE**'s cargo was offloaded, it was reloaded with 391 pieces of cargo for transportation off the continent, including ice core samples carried back to the United States in sub-zero freezer containers. The ship also took on trash and recyclable materials for disposal. The vessel is expected to arrive at Port Hueneme on March 26. Congratulations to the crew on a successful mission!

The progress of the offloading operation was filmed and posted online by time-lapse photographer and satellite



C/E Richard Marecki and 1st A/E James Feyler of the **OVERSEAS TEXAS CITY** take a break from working for a photo.



Faces around the Fleet



Members 1st A/E Stuart Negoescu, CE Dan Kelley, and 3rd A/E Steven Jones working aboard the **PHILADELPHIA EXPRESS**.

communications technician, Anthony Powell, for the National Science Foundation. His video is available for viewing on YouTube at:

http://www.youtube.com/watch?feature=iv&annotation_id=annotation_797819&src_vid=Y9M30vyuu04&v=_GIQ9vFSFk4.

Cruise Industry Announces 3 New Safety Policies

This spring, on behalf of the global cruise industry, Cruise Lines International Association (CLIA) and the European Cruise Council announced the cruise industry has adopted three new safety policies, which are to be implemented with immediate effect.

These three new policies, which go beyond even the strictest of regulatory requirements, address issues related to passage planning, personnel access to the bridge and lifejackets. Each of these three policies will be reported to the United Nations' International Maritime Organization (IMO) for consideration at their next session in May.

These policies were reviewed by CLIA's recently-announced panel of outside maritime and safety experts who are evaluating suggested policy improvements as part of the association's continuous efforts to review and improve safety measures by developing comprehensive best practices for industry-wide implementation and ultimately, formal submission to the International Maritime Organization, as appropriate. To learn more about the new policies visit http://www.cruising.org/regulatory/news/press_releases/2012/04/cruise-industry-announces-three-new-safety-policies-eu-conference.

House Hearing On Cruise Industry; M.E.B.A. Capt. Testifies Before House

The House Transportation and Infrastructure Committee also held a hearing on the safety rules and regulations currently governing the

cruise industry in the wake of the **COSTA CONCORDIA** accident. It focused on ways to ensure the safety of passengers in U.S. and foreign waters, the regulations currently in place that police the industry, improvements that may be needed to these rules, and the U.S. Coast Guard's role in the **COSTA CONCORDIA** investigation and enforcing regulations on vessels in U.S. waters. M.E.B.A. member and Captain of the **NCL PRIDE OF AMERICA**, Evans Hoyt, testified before the House concerning the training and drills he and his crew regularly perform, the education they receive, and the rule and regulations they follow.

The hearing addressed current regulations that the International Maritime Organization (IMO) and the USCG enforce on vessels in U.S. waters, it also focused on the element of human error that caused the **COSTA CONCORDIA** sinking. USCG Vice Admiral Brian M. Salerno testified about current regulations and said that findings from the **COSTA CONCORDIA** investigation may require more stringent rules to be imposed on the industry. He covered what the International Convention on Safety of Life at Sea (SOLAS) and International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW) require for all crew aboard cruise vessels.

Representatives from the cruise industry also testified that they are currently conducting in-house safety reviews and have already implemented stricter rules for safety of passengers and required muster drills before vessels leave port. They stressed that the industry has a great safety record, but that it is open for stricter regulation to ensure zero fatalities. Divya and Sameer Sharma, two passengers who were onboard the **COSTA CONCORDIA**, testified at the hearing and painted a picture of the chaos that occurred during the aftermath of the initial impact with the reef and the evacuation of the vessel. Brian Schoeneman, SIU Legislative Director, testified for the need for properly qualified mariners and trained

crewmembers. To view Schoeneman's full written testimony visit <http://republicans.transportation.house.gov/Media/file/TestimonyCGMT/2012-02-29-Schoeneman.pdf>.

Captain Hoyt testified that he and his crew make the security of their passengers their highest priority. He discussed the details of the regular training and education that the crew receives. He also refused to speculate on what exactly happened on the **COSTA CONCORDIA**, but was firm in expressing that he did not believe what occurred aboard that vessel would ever have happened on a U.S.-flagged vessel. To read Captain Hoyt's full written testimony visit <http://republicans.transportation.house.gov/Media/file/TestimonyCGMT/2012-02-29-Hoyt.pdf>.

Senate Hearing on Cruise Industry Regulations

The Senate Commerce, Science, and Transportation Committee held a hearing on the safety rules and regulations currently governing the cruise industry in the wake of the **COSTA CONCORDIA** accident. It also focused on the environmental impact the cruise industry has on the seas. The Senate had a similar focus as the House, wanting to guarantee the safety of American passengers in U.S. and foreign waters on cruise ships.

The hearing also focused on the current regulations imposed by the IMO, and put into effect in SOLAS and STCW. The Senate heard testimony from Bill Johnson, Seaport Director of the Port of Miami, relating to the safety and security of cruise ports; Captain William H. Doherty, Director of Maritime Relations for NEXUS Consulting Corporation, about strengthening regulations for the cruise industry to address problems discovered because of the **COSTA CONCORDIA** incident; Dr. Ross Klein, Professor, School of Social Work at St. Johns College, about the need to improve passenger safety and evacuation procedures as well as environmental



issues with cruise shipping waste disposal, and issues with crew training and reimbursement; and Christine Duffy, President and CEO of Cruise Line International Association, about the industry being open to stricter regulations .

The Committee also put heavy focus on the environmental impact, that dumping waste beyond three miles of shore has on the world's oceans. Stating that cruise vessels can and do dump a great amount of waste into the water once away from shore. In addition, the Committee addressed the issue that most cruise line vessels are flags of convenience and do not pay U.S. income tax while reaping the majority of their profits from U.S. citizens. Chairman John D. (Jay) Rockefeller IV insisted that follow up on this issue occur and demanded to see financial information concerning profits and the amount of taxes paid by the cruise lines that frequent U.S. ports.

WSF Retires the RHODODENDRON

The Washington State Ferry, the *Rhododendron*, otherwise known as the *Gov. Herbert R. O'Connor*, is now retired.

After 65 years of service, on the Matapeake-Annapolis route in Maryland and on various routes for the Washington State Ferry System, the vessel was removed from service on January 23rd to make way for a newer ferry. The *Rhododendron* is a one-compartment vessel, allowing it to

remain afloat with one compartment flooded, but modern ferries have more compartments and are more watertight. This landed the *Rhododendron* on short, inland routes. Its last run was a 1.5-mile crossing between Point Defiance and Tahlequah.

The *Rhododendron* was built in Baltimore, MD in 1947 in honor of former Gov. Herbert R. O'Connor. It ran the Matapeake to Annapolis route with the *Gov. Harry W. Nice* (now known as the *Olympic*) ferry. Once the William Preston Lane Jr. Memorial Bridge was finished in 1952 both vessels were sold to the Washington State Ferry system.

For now, the *Rhododendron's* future is still unknown. After its last voyage, Washington State Ferries held an open house in February to allow its fans a final goodbye.

M.E.B.A. Retiree Receives Jefferson Award

M.E.B.A. Retiree Mark Engberg was chosen as a local 2012 Jefferson Award recipient along with sixteen other outstanding individuals in the Delmarva region.

The Jefferson Awards are a prestigious national recognition system honoring community and public service in America. The Jefferson Awards are presented on two levels: national and local. They began in 1972 to create a Nobel Prize for public service. Today, their primary purpose is to serve as a "Call to Action for Volunteers" in local communities. Local winners can

be raised to the national level. In each region the Jefferson Awards Board selects one local winner to represent their community and be honored as part of the National Ceremonies in Washington, DC in June.

Mark was picked as a local winner because of the time and effort he has dedicated to helping people with disabilities, including volunteering at the Holly Center in Salisbury, Md. The M.E.B.A. extends warm congratulations to Mark on this momentous achievement!

Mariner Outreach System

Mariners can continue to participate in the MARAD sponsored Mariner Outreach System. Participation in MOS allows mariners worldwide who have agreed to be contacted an opportunity to review their USCG qualifications and update their contact information through a secure website. Participation in MOS in no way obligates you, but provides the Maritime Administration the opportunity to contact you.

Participation in this program will help MARAD to better understand you and your willingness/availability to sail during a sealift crisis. Should normal crewing practices ever prove to be inadequate, the contact information that you provide will enable the Maritime Administration to assist in matching those mariners who wish to be contacted with those in need of mariners.

One interesting feature of the MOS allows a mariner to review their information and seetime that the USCG National Maritime Center has on file. Remember, participation in MOS is strictly voluntary. To register, visit the following link <https://mos.marad.dot.gov/MOSPortal/index.seam>.

M.E.B.A. Ferry & Inland Members Establish Coalition to Better Strengthen Position

M.E.B.A. members representing our ferry and inland waterways bargaining units across the country formed a



The M.E.B.A. Ferry & Inland Transportation Coalition meets for the first time at the Calhoun M.E.B.A. Engineering School.



M.E.B.A. Secretary-Treasurer Bill Van Loo, Brian Davis, M.E.B.A. President Mike Jewell, AMC Executive Director Jim Caponiti, AMC Executive Assistant Dianne Lauer, former Congresswoman Helen Delich Bentley, Cindy Kincaid, AMC President Lee Kincaid, and Vice-Admiral Al Herberger gather to present the former Congresswoman with a copy of a photo showing her, former President Richard Nixon, and former M.E.B.A. President Jesse Calhoon.

coalition that aims to better solidify their membership within the Union and strengthen their hand in future contract negotiations. The M.E.B.A.'s new Inland Transportation Coalition (ITC) was formed at the first-ever Ferry & Inland Conference – a 2 ½ day event at the Calhoon M.E.B.A. Engineering School attended by principals of almost every M.E.B.A. inland unit around the nation. The perennial working group they formed will deliberate over common related topics and assist affected bargaining units in utilizing available Union resources to better benefit inland members – and by extension the entire membership.

Mike O'Toole, M.E.B.A.'s Staten Island Ferry Rep., chaired the meeting which addressed issues such as licensing and regulations, funding and legislation, safety and the current anti-union climate among many other topics. Speakers before the group discussed short sea shipping, TWIC cards, dispute resolution and other issues and Calhoon School Interim Director Chuck Eser and his team at the School provided a wealth of information on training for conference attendees. President Jewell was in attendance for two full days and Atlantic Coast V.P. Chris Guerra participated before chairing the Union membership meeting later that day. Inland conferees took part in the Union meeting as well, and were responsible for contributing over \$700

to the M.E.B.A. Political Action Fund following the function.

The groups within the ITC represent almost one third of the total M.E.B.A. membership. The Coalition is not designed to replace the local representation currently in place, but rather to assist, discuss and provide technical assistance, regulatory guidance and political support when required. Though the Coalition can foresee future conferences involving ITC representatives, its immediate and future operations will proceed unbudgeted and advance by telephone and in cyberspace through conference calls and the new ITC Facebook page.

An important factor in the continued development of the Coalition will be the direct input from our affected members. The coastal ITC reps can be reached at bknowlton@mebaunion.org - (Bill Knowlton - West Coast); waldenpdl@verizon.net - (Kevin Bailey – East Coast) and wjohns@mebaunion.org (Wilson Johns - Gulf Coast).

The following is a list of M.E.B.A. bargaining units within the newly formed Coalition. If there is an inland group that belongs on the list or any other questions or concerns, please contact the ITC at the main address: MEBA.ITC.sect@gmail.com. The following is a list of M.E.B.A. bargaining units within the newly formed coalition. Alaska Marine

Highway System; Army Corps of Engineers; Black Ball Transport; Boston Marine Transport; Connolly-Pacific; Delaware Pilot's Association; DRBA (Cape May-Lewes Ferry); Foss Maritime (SoCal); Golden Gate Ferry; Governors Island Ferry; Interlake Steamship; King County Ferry; Lamont-Doherty; Samson Tug & Barge; Staten Island Ferry; Washington State Ferry; and the Woods Hole, Martha's Vineyard, Nantucket Steamship Authority.

M.E.B.A. and AMC Honor Helen Delich Bentley

On February 10, 2012, the M.E.B.A. and AMC hosted a luncheon at M.E.B.A. Headquarters to honor Helen Delich Bentley, a legendary figure in America's maritime community. At the luncheon, M.E.B.A. President Mike Jewell and AMC President Lee Kincaid presented a framed photograph to Bentley to commemorate her years of steadfast service to the maritime community. The photograph depicts Bentley along with a pair of smiling presidents – Richard M. Nixon and former M.E.B.A. President Jesse Calhoon. It captures the moment when Calhoon, Nixon and Bentley celebrated the construction of three new tankers that were to be crewed with American mariners.

Bentley originally hailed from Nevada and worked as a reporter for United Press International during World War





ITF Maritime Safety Committee meeting in February.

II. Her career as a journalist brought her to Baltimore, MD where she worked for decades at the Baltimore Sun covering labor, waterfront and maritime issues. Bentley was appointed to the U.S. Maritime Commission in 1969 where she was an instrumental force in shaping the U.S. merchant marine and supporting maritime interests. She was elected to the 99th Congress in 1984, and to the four succeeding Congresses, serving from January 3, 1985, to January 3, 1995. Bentley was more than a maritime bureaucrat – she was familiar with actual shipboard operations having sailed aboard vessels including the **S.S. MANHATTAN**, an ice-breaking oil tanker, as it transited the Arctic Ocean, breaking through the Northwest Passage in 1970.

USN (Ret.) Vice Admiral and former Maritime Administrator Al Herberger, M.E.B.A. President Mike Jewell, M.E.B.A. Secretary-Treasurer Bill Van Loo, AMC President Lee Kincaid, AMC Executive Director Jim Caponiti, M.E.B.A. West Coast Counsel Joe Geldhof and Brian H. Davis from Helen Bentley & Associates attended the luncheon. In addition to receiving the commemorative photograph, Helen Bentley told a number of “sea stories” and made pointed observations about the state of the maritime industry in America and political matters in general.

Bentley is still a vital contributor to civic life and the maritime industry. She serves as a consultant and governmental liaison for various clients, including service as the Chief Consultant for the Maryland Port Authority.

ITF Maritime Safety Committee

In February, M.E.B.A. Secretary-Treasurer Bill Van Loo attended the International Transport Workers’ Federation Maritime Safety Committee. This gave the M.E.B.A. a chance to speak with representatives from worldwide maritime labor unions and work to secure rights for seafarers around the world. Fifteen different countries were represented. The topics addressed included the ITF’s work within the International Maritime Organization; maritime safety concerning accident crew communication; environmental protection; occupational health and safety. The two biggest topics of discussion were the state of flag of convenience vessels and how mariners wished their own countries would step in to flag these ships, and piracy.

Documents such as a STCW guide for seafarers were distributed and will be made available online in the near future for mariners to access.

TSA Releases Policy on Expiring TWICs

Effective August 30, 2012, TWIC holders who are U.S. citizens or U.S. nationals, and whose TWICs will expire on or before December 31, 2014, have two options to renew their TWIC. They may either replace their expiring TWIC with a 3-year Extended Expiration Date (EED) TWIC or obtain a standard 5-year replacement. All TWIC holders should begin the application process at least 30 days before his or her TWIC expires.

The EED TWIC is a one-time temporary extension option intended to provide convenience and cost-savings to workers pending the deployment of TWIC readers. TWIC holders who are not U.S. citizens or U.S. nationals are required to enroll for a standard 5-year replacement upon expiration of their current TWIC.

To learn more information view the bulletin at: http://www.uscg.mil/nmc/twic/twic_expiration_policy_bulletin_06-14-2012.pdf.

GAO Reports on TWIC Challenges

The Government Accountability Office (GAO) issued a report this spring that included challenges with the Transportation Worker Identification Credential (TWIC) program. The

report identifies vital program weaknesses, which include the inability to prove that only qualified individuals can acquire TWICs and that people who already have the credentials will continue to meet eligibility requirements. To view the report visit: <http://www.gao.gov/products/GAO-12-541T?source=ra>.

TWIC Fee Updates

Effective March 19, 2012, the fee charged by the Federal Bureau of Investigation (FBI) for electronically processing fingerprint-based criminal history records information (CHRI) decreased from \$17.25 to \$14.50 - a reduction of \$2.75. As a result, the enrollment fee for the TWIC program reduced from \$132.50 to \$129.75 (effective March 19, 2012). Additional information is provided in the related Federal Register Notice, dated December 20, 2011, located at: www.gpo.gov/fdsys/pkg/FR-2011-12-20/pdf/2011-32544.pdf. To read questions and answers related to this issue visit: http://www.tsa.gov/what_we_do/layers/twic/twic_faqs.shtm#reduced_payment.

However, according to the U.S. Coast Guard (USCG) Headquarters there will no longer be reduced fees for merchant mariners renewing a Transportation Worker Identification Credential (TWIC).

The reduced rates were offered at the startup of the TWIC program for mariners when they first applied, said an official at USCG HQ. It will not be available for mariners who need to renew their cards. Mariners applying for their first Merchant Mariner Credential will have to visit a TWIC enrollment center and pay all required fees to apply for and be issued a TWIC card.

Keystone Vessel Turnover

In the winter, M.E.B.A. received notification from Keystone Shipping Services that turnover for the operation and maintenance of three of Military Sealift Command's government-owned Maritime Prepositioning Force ships the **USNS SGT. MATEJ KOKAK**, **USNS PFC. EUGENE A. OBREGON**, and **USNS MAJ. STEPHEN W. PLESS** would occur. The **PLESS** turnover was scheduled for February 13, 2012 (Senior Officers January 31st) in Saipan; the **KOKAK** for February 10, 2012 in Jacksonville, FL (Senior Officers January 27th); and the **OBREGON** for February 20, 2012 in Newport News, VA (Senior Officers February 6th). As reported in the Telex Times on December 2, 2012, Keystone Prepositioning Services, Inc., Bala Cynwyd, Pa., was awarded an \$8,991,957 firm-fixed-price contract for the operation and

maintenance of three of Military Sealift Command's government-owned Maritime Prepositioning Force ships: **USNS SGT. MATEJ KOKAK**, **USNS PFC. EUGENE A. OBREGON**, and **USNS MAJ. STEPHEN W. PLESS**. The ships will continue to support at-sea prepositioning of equipment and supplies and surge-sealift requirements for the Department of Defense. This contract includes options, which, if exercised, would bring the cumulative value of this contract to \$47,403,888. The contract includes four one-year option periods and an annual award fee of up to \$125,000 per ship. The contractor can also earn up to \$50,000 annually per ship for efforts that result in a reduction in ship energy consumption. Work will be performed at sea worldwide, and is expected to be completed in September 2012. Completion date with all option periods exercised will be September 2016. Contract funds will expire at the end of the current fiscal year. This contract was competitively procured with more than 50 proposals solicited via solicitations posted to the Military Sealift Command, Navy Electronic Commerce Online and Federal Business Opportunities websites, and with six offers received.



*In June, M.E.B.A. Branch Agent Dave Nashif (right) presented M.E.B.A. retiree Bob Seidman a well-deserved 35 year service plaque from the Alaska Marine Highway. Dave's first job on his license in 1983 was Day 3rd A/E on the **MV COLOMBIA**. Bob and Dave were watch partners. Bob was a longtime member of the AMHS rank-and-file negotiation team. During negotiations, comments were made how Bob and Dave were working together again close to 30 years later.*





Crew on the **OVERSEAS TEXAS CITY** visit with M.E.B.A. Houston Branch Agent Mike Dunklin. Pictured are 1st A/E James Feyler, 2nd A/E Richard Phail, Jr., and 3rd A/E Ronald Bassett, Jr.



Attending April's Houston Hall Retiree Breakfast was (standing) Bob Barron, Andy Lopez, M.E.B.A. Houston Branch Agent Mike Dunklin, Charles Crawford, Ray Hutchins, Davis Chisolm, (seated) M.E.B.A. Houston Rep. Erin Bertram, Billy Elison, Jesse Sweet, Michael Rosprim, Charles Mills. (Attended by not shown is Owen Philbin.)



photo credit to
Sean W. McDermott

M.E.B.A. engineers sail onboard SUNY Maritime College Fort Schuyler's training ship, the **T/S EMPIRE STATE VI** during the 2012 summer sea term. Pictured are (from left to right) C/E Gene Ennesser, Jules Schaffer, Jake McQuinn, Ramsey Triesch, Ed Madigan, Sean McDermott, Kevin Macaluso, and Bill McCaney.

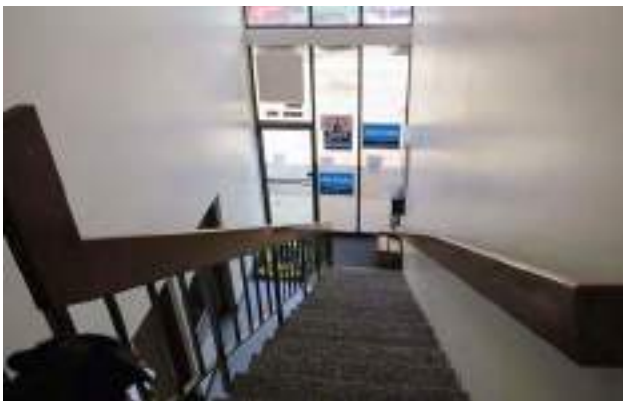
Know Your Halls

The M.E.B.A. has had a strong presence in Seattle, WA since the late 1800's. The entity began with a few Marine Engineers in Local #38; its members served the nation in two world wars, numerous regional conflicts, and are involved with both private and public sector commerce now and for the near future.

Seattle's geographic location makes this area one of the primary locations for waterborne commerce. The natural deep-water ports of Puget Sound are truly a national treasure and are responsible for the success of this port. Washington State's largest trading partner isn't some Asian country containing ocean ports with difficult to pronounce names. The State of Alaska is Washington's largest trading partner; a fact that is often over looked, according to the Seattle Hall staff. Every single day, tons of waterborne commerce departs Washington State for the journey to our northernmost 49th State. Since the days of the Alaska Gold Rush, Seattle has been the true Gateway to the Pacific.

The single most important asset to the Seattle M.E.B.A. Hall is the membership. When called upon, they answer the call through thick and thin. Every M.E.B.A. Union Hall has their "regulars", and the Seattle Hall ranks theirs among the top tier. Seattle's "regulars" also includes members living in Eastern Washington, Portland Oregon, Idaho, Montana, and Wyoming. The Hall also welcomes members from other ports in the M.E.B.A. who have come here to enjoy the great weather, conduct union business, or seek employment opportunities. The Pacific Northwest has always been hospitable, which lends to the undisputable friendly atmosphere of this Union Hall.

Seattle M.E.B.A.'s single largest employer is the Washington State Ferries. All engineering department billets are manned by M.E.B.A. members, 350 licensed and unlicensed positions are covered in this Public Sector labor pact. For the past year and a half, the Washington State Ferry Representative has been Bill Knowlton. Bill is a Kings Point Engineering Graduate class of 1974 with 35 years of experience with the Washington State Ferries, for 30 of those



The Seattle Hall claims to be one of the busiest M.E.B.A. shipping ports.

years he sailed as Chief Engineer. Public Sector is a strange breed of cat to many deep sea members, yet Bill has the bull by the horns on a daily basis.

Seattle's second largest employer is the Alaska Marine Highway. Billet numbers vary during the calendar year but range around 100 members. Alaska Marine Highway is very interesting because it is a hybrid between Public Sector and Private Sector employers. Especially during the summer months, numerous 2-week relief jobs in all positions are dispatched from the Seattle M.E.B.A. Hall. Seattle Dispatcher, Kirsten Wilhelm keeps tabs on the AMHS members and co-ordinates all their M.E.B.A. business such as dues, group cards, and applications to our members in the north. Kirsten also manages the unique process of Alaska Resident Members being dispatched through the Seattle Hall to the AMHS. This unique level of service provided by Kirsten also extends to the 350 members in the Washington State Ferries.

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The Seattle Hall has 21 steps from the entry level to the Hall/Dispatch level. The multiple steps remind members of their service aboard vessels and the long path from their quarters to answer an alarm in the engine room at 0230. Seattle has the unique distinction of being the only current Union Hall with two separate operating levels. One member told the staff it was like being on an SL-7 with the rolling and not moving at 32 knots.



Know Your Halls continued

Seattle's span-of-control also extends up to M.E.B.A. Juneau office manned by Ben Goldrich. Ben facilitates the day-to-day business of the AMHS members, along with the City and Borough Juneau, and our affiliates in Samson Tug & Barge.

Seattle is fortunate to have Ron Fournier as its longtime M.E.B.A. Plans outpost representative. Ron has worked over 30 years at the Seattle Hall. Many Seattle members still remember when processing a vacation check or Port Relief Check was measured in days from application. Since Ron's arrival the time is now measured in minutes instead of hours or days.

Jeff Duncan, who has M.E.B.A. roots in the Washington State Ferries, is the current Seattle Patrolman. Jeff's duties include visiting vessels in Puget Sound, and he has made forays down to Portland Oregon for the occasional vessel. Jeff's experience as a Washington State Ferry employee and former representative has been an asset.

Dave Nashif is honored to be trusted with the position as Branch Agent by the Union and membership. Dave has shipped out of the Seattle M.E.B.A. hall in all capacities, since graduating the Calhoun School in 1983. He acknowledges that being Branch Agent of a busy port as diverse as Seattle has both its challenges and rewards and he is grateful for the chance to serve as an elected official. Since leaving the Horizon Fleet, Dave commented "every day when I drive to work I think about the folks working in the heat, and rolling around with 15 feet of GM in the winter, away from their family and friends."

The dispatch area, the "heart and soul" of the Seattle Union Hall.



First floor of the Seattle Hall.



Pledge of Allegiance led by new Afghanistan veteran Scott Bell at the July Seattle membership meeting. From left to right are WSF Rep. Bill Knowlton, Seattle Branch Agent Dave Nashif, President Mike Jewell, Rich Wagner, Scott Bell, and Bruce Huntington.



Seattle members listen attentively at the July meeting. Door prize tickets were sold during the meeting for the J.J. Engelbrecht memorial at the MMMF in Easton, MD.

Scooby waiting for his next "best friend for life" to enter the Seattle Hall.



The job board, where the rubber meets the road.



Ron Fournier, M.E.B.A. Plans Rep. takes a moment to smile for the camera. Ron is a 32 year veteran of Seattle Hall service. He has assisted members through their entire career path. Starting with application for membership Ron has guided M.E.B.A. members through shipping, marriages, additional dependents, medical applications, and finally retirements and any variations of the aforementioned events.



Seattle Dispatcher Kirsten Wilhelm working hard in the dispatch office. Kirsten performs the important task of "keeping the trains running on time" with dispatching ME.B.A. members to contracted vessels. Dispatching jobs during regular job call is only one component of Kirsten's activities. Seattle handles all the dispatches for shipping on the Alaska Marine Highway with their special Alaska resident needs.

Washington State Ferries (WSF) Representative Bill Knowlton takes a turn at the grill.



Seattle Patrolman Jeff Duncan helps prepare food at an after membership meeting BBQ.



WSF member Steve Walker using the computer resources available to all members. Steve is one of the two members of the Seattle M.E.B.A. political Action Committee.

Member and Calhoon Alumni Rich Wagner receiving the trivia contest prize presented by Branch Agent Nashif. July's question was: "What was the name of the First M.E.B.A. President?"



Horizon Lines Senior Port Engineer Craig Johnson provides a narrative about the recent events surrounding Horizon Lines, M.E.B.A.'s single largest private employer.

Calhoon School



Welding is a four-week class that includes an overview of safety, basic metallurgy, and welding theory combined with associated classroom activities. Members of the February 3rd graduating class are (front row, left to right) Bryan Jennings (Instructor), Shawn Locke (Instructor), Michael Kushler, Pierre Blume, Robert Elliott, Alton Swinney, (Back row, left to right) Mark Watson, Dave Silberberg, Richard Anderson, Gabriel Arhin, and John Lampke.



The one-week Advanced Watchkeeping course give members an understanding of the International and Inland Rules of the Road, fundamental principles of organizing and managing a navigation bridge team and critical thinking for decision making. The February 24th graduating class included (left to right) Neil Dipaola, Robert Pinder, Scott Adler, Irene Mason, James Lipinski, Alison Peltier, Tim Schloemer, George Gruber (Instructor), and Richard McNair.



Hazmat Materials Responder is a one-week class that teaches students how to defensively mitigate hazardous materials incidents while aboard a ship. Members of the March 2nd graduating class are (left to right) Brian Brady, Tim Schloemer, Dan Tuel (Instructor), Tim Fitzgerald, Tony Dimattia, Peter Chizmar, Constantine Cristescu, Michael Popovich, Ted Jacobites, (dummy), Ray Hardwick, Jorge Fernandez, Paul McGrath, Frank Littleton, Brandon Starodub, Courtney Whelan, John McLane, and Rick Simonson (Instructor).



Gas Turbine Engineering is a four-week class that focuses on system terminology, thermodynamics, construction and installation designs, monitoring and control instrumentation, and propulsion configurations. The March 2nd graduating class included (front row, left to right) Paul Morrow, and Mike Blevins (Instructor), (back row, left to right) Miguel Rivera, Jared Ciavola, James Myers, Jr., William Costello, Philip Walkup, Mark Hanson, Robert Mecker, and Eric Inderbitzen.



The two-week Advanced Cargo Operations course gives students instruction of handling and stowing cargoes aboard container ships, bulk carriers, tankers, passenger ships, and RO/RO vessels. Members of the April 6th graduating class are (left to right) Ted Schmidt (Instructor), Jeff Hauck, Tim Schloemer, Alison Peltier, Scott Adler, Jennifer Flounders, and John Bell.



Calhoun School

The two-week Marine Electric Propulsion/High Voltage Safety class is a combination of two courses that focus on the principles and technologies used in the design and operation of marine electric propulsion drives based on the synchro-converter topology, and teaches the skills needed to safely work with energized high-voltage high-energy electric power systems. The April 6th graduating class included (left to right) Bill Radaskiewicz (Instructor), Justin Whitton, Tom Preston, Tru Sunderland (Instructor), Eric Lowe, Erik Gilbert, Kevin McCollem, Craig LaChance, William Eident, Tim Bunstine, and Charles Cambra.



The 40-hour Basic Safety Training course consists of USCG practical demonstrations in personal survival, fire prevention and firefighting, elementary first aid (includes CPR), and personal safety and social responsibilities. Members of the April 20th graduating class are (left to right) Dan Tuel (Instructor), James Matthews, David Pape, Donald Colon, Angus McCamy, Robert Feldman, Thomas Reilly, and Richard Cash.



Operating Principles of Marine Power Plants is a one-week class that familiarizes deck officers with the fundamental principles of marine power plants. Members of the April 20th graduating class are (left to right) Tru Sunderland (Instructor), Scott Adler, Doug Sier, Robert Pinder, and Mike Fanning (Instructor).



Advanced Meteorology is a one-week course that focuses on the ability to understand and interpret synoptic charts and forecast area weather. The April 27th graduating class included (left to right) Scott Nowak (Instructor), James Lipinski, David Williams, John Bell, Robert Pinder, and Dan Noonan (Instructor).



Medical Care Provider is a one-week course that provides members with the medical training needed so that he/she may properly respond to medical emergencies occurring on board ship. Members of the May 4th graduating class are (left to right) Nick Biggness, Bradley Wilson, John Sullivan (Instructor), Eugene Smith, and Fred Olsen.



Calhoun School



The two-week MSC Officer class provides training in chemical biological radiological defense, damage control, and small arms qualification. The May 11th graduating class includes (left to right) Rick Simonson (Instructor), Ed Ferrel, James Moore, Edwin Post, Jason Harper, CBRD Dummy, Rich Hawley, Allan Camp, and Mike Blevins (Instructor).



The four-week Applied Diesel course emphasizes maintenance, inspection, and troubleshooting (both actual units and computer-based simulations) of major engine parts, purifiers, and pneumatic control systems; particularly those associated with the Sulzer low speed diesel engine. The May 18th graduating class includes (kneeling front, left to right) Clayton Busenga, Harry McKeever, (standing, left to right) Eddie Washington, Jeff Zander, Daryl Thomas, Tru Sunderland (Instructor), Mike Bates (Instructor), and Robert Katzara.



Small Arms is a one-week course that covers the safe care and operation of multiple firearms used aboard Military Sealift Command (MSC) vessels manned by civilian mariners. Members of the May 25th graduating class include (left to right) Denault Donovan, Bryan Jennings (Instructor), Jason Law, Danielle Vignocchi, Amanda Sedano, Scott Nowak (Instructor), Elizabeth Stroud, and Richard Cash.



The four-week Machine Shop class that provides members with metalworking and machining skills needed for shipboard maintenance and repair tasks. Members of the May 25th graduating class are (left to right) Aaron Schmidt (Instructor), Ryan Wall, Sean Barkowsky, Steve Olson, Robin Zahler, Norman Ewing, Jonathan Schmidt, Thomas Collins, Nikolai Koujel, Craig Woodward, Vincent Parks, Gerard Cullen (standing - back), and Shawn Locke (Instructor).



The one-week Civilian Mariner Engineering Officer (CMEO) class is for engineers who intend to apply for operational level engineering officer positions on government owned contract-operated Military Sealift Command (MSC) vessels. The June 8th graduating class included (left to right) Mike Blevins (Instructor), Edouard Perry, Edward Gallagher, Robert Bedsole, William Winchenbach, Brandon Balducci, Fernando Davis, and James Cleland.



Calhoun School

Container Refrigeration is a two-week course designed to provide engineers with a working knowledge of refrigeration systems with an emphasis on Thermo King and Carrier refrigerated container units. Members of the June 15th graduating class are (left to right) Ken Farley, Steve Olson, Darryl McCaslin (Instructor), Paul Tedesco, Mike Fanning (Instructor), Todd Moreland, Megan Jenkins, Richard Whitney, Jr., and Rollin Moore.



The two-week Data Communications & Networking course covers modern PC-based networking principles by combining classroom theory and hands-on practice. The June 15th graduating class included (left to right) Gerald Butler, Fred Olsen, Tom Dewhirst, Dan Earle, Rick Simonson (Instructor), Brandon Wooton, Randall Arnold, James Lipinski, John Marek, Jr., and Tom Povalec.



Electrical Troubleshooting is a two-week course that uses IEC & NEMA electrical symbols, one-line drawings, wiring diagrams, schematics, and ladder-logic drawings. The July 22nd graduating class included (front row, left to right) Mark Marriner, Ron Fedorczak (Instructor), Robert Plaza, (back row, left to right) Alan Arnesen, David Gallagher, and Dan Hebert.



Fast Rescue Boat is a one-week class, that trains members in basic high and low speed operations, in water victim recovery and transport, open water search patterns, launch and recovery, stern and side towing, emergency repair, use of communication and emergency equipment, operations in heavy weather and breaking seas, and engine familiarization and troubleshooting. Members of the June 29th graduating class are (left to right) David Harms, Angel Montanez, Jr., Eric Stolzenberg, and Steve Wigley (Instructor).



The one-week Electronic Chart Display & Information Systems course teaches students to use electronic methods to display the charts in use aboard the vessel. The July 13th graduating class included (left to right) Devin Cartwright Strzok, Nicholas T. Kimose, Peter Sciambra, Morgan M. Fowler, Lee T. Caddell, Michael I. Walker, and Jeff Munday (Instructor).





Finished with Engines

MAJIN M. AICHOUR

Majin Aichour passed away on May 7, 2011 at the age of 65. He was a resident of Kenner, LA. Brother Aichour last sailed as a third assistant engineer aboard the **OVERSEAS HARRIETTE** for Ocean Bulkships. He retired from the M.E.B.A. on October 1, 1999. He is survived by his loving wife Malika and his children Tarik, Youssef, Hassan, and Fatima.

WILLIAM THOMAS BARKER



William "Tom" Barker died unexpectedly on September 4, 2011 at the age of 64. He was a resident of Harwich, MA. and Naples, Fl.

A graduate of Massachusetts Maritime Academy, class of 1967, Bill launched a 37-year career in the United States Merchant Marine. Brother Barker sailed as Chief Engineer with several companies, the last of which was CSX Corporation, retiring from the M.E.B.A. in 2003.

He is survived by his wife, Jean; sons Aaron and his wife Jennifer, Ian and his wife, Jessica; four grandsons; his brother, a retired M.E.B.A. member Albert; and his two sisters MaryBelle Small and Eleanor Simpson.

"They no longer hear the calling of the watches, or the falling of the storm rain in the night. Seas shall weary them no more, for they have reached their final haven—their further shore."

JOHN RICHARD BERTANI

John Bertani passed away on January 18, 2012 at the age of 88. He was a resident of Towson, MD. Brother Bertani last sailed in September of 1985 as a radio officer aboard the **AMERICAN LARK** for U.S. Lines. He retired from the M.E.B.A. on June 1, 1986. He is survived by his beloved wife Lisa. Contributions in John's memory can be made to the Parkinson's Disease Foundation, 1359 Broadway, New York, NY, 10018 or Immaculate Conception Church, 200 Ware Avenue, Towson, Maryland 21204.

UMBERTO BONOSORO

Umberto "Bond" Bonosoro passed away on April 7, 2012 at the age of 88. He was a resident of Sun City Center, FL. Brother Bonosoro served in the U.S. Navy in WWII aboard the **U.S.S. LCI 709**. He retired from the M.E.B.A. on June 1, 1979. He is survived by his sister Mary Zurlo and his friend and M.E.B.A. brother Dominick Bisbano.

DONALD N. BOWTELL

Donald Bowtell passed away on December 14, 2011 at the age of 80. He was a resident of Kingman, AZ. He last sailed aboard the **GOLDEN GATE** as a third assistant engineer for Keystone in 1986. Brother Bowtell retired from the M.E.B.A. in April of 1991. He was predeceased by his wife, Evelyn in 1996, and is survived by his second wife, Diane.

FRANK J. BUNDSCHUH

Frank Bundschuh passed away on February 2, 2012 at the age of 92. He was a resident of Lakewood, NJ. Brother Bundschuh was born in Staten Island, NY. He graduated from Curtis High School and joined the Merchant Marines where he worked for several companies including Prudential Grace Lines, United States Lines, and aboard container ships where he sailed as chief engineer. He served in the United States Army Air Force in the Second World War, 490th Bombardment Group. He was a member of the American Legion, James J. Tappan Post, No. 125, in Staten Island. He

resided in Los Angeles where he worked for Lockheed Corporation as an aeronautical engineer and attended Los Angeles City College. He last sailed as a third assistant engineer with Puerto Rico Marine. He retired from the M.E.B.A. in April of 1985.

Frank is predeceased by his beloved wife of 54 years, Annelore, in 2004. He is survived by his sisters, Florence Jones and Louise Hooley; his sister-in-law, Crista Gavioli; his nieces, Diane Jaekels and her husband, Frederick and Janis Dodenhoff and her husband, Peter; his nephews, Bruce Jones and his wife, Sherry, Jeffrey Hooley and his wife, Bernadette, William Hooley, and Jason Gavioli; his great nieces, Sheyenne Jones, June Bartlett and her husband, Stephen, Jamie Lees and her husband, Richard, Emily Dodenhoff, and Robin Hooley, NJ; his great nephews, Keith Jaekels, Scott Hooley and his wife, Sherry, and Bryan Hooley and his wife, Kellianne; and his great-great-nieces and nephews, Leah, Douglas, and Julianna Bartlett, Ryan and Victoria Lees, Taryn Jaekels, and Sophia Hooley.

In lieu of flowers, donations to Sol Amor Hospice, 1415 Hooper Ave, Suite 203, Toms River, NJ 08753 or American Cancer Society, 1035 Hooper Ave, Toms River, NJ 08753 are appreciated.

DAVID L. BURNHAM

David Burnham passed away on November 30, 2011, at the age of 79. Brother Burnham was a 1954 graduate of Massachusetts Maritime Academy; he sailed as Chief Engineer in the U.S. Merchant Marine. In 1969, he switched to commercial fishing on his trawler the *Capt. Jim*. In the 70's, he earned his airplane pilots license, built his own runway and ran an air taxi service from Goose Rocks Beach. In 1980, Dave returned to merchant ships for 15 years. He last sailed for American President Lines before his retirement.

David is survived by his loving wife of 56 years, Patricia Hunewill Burnham, his sister Jean West; his children, Anne, David, and Amy; his grandchildren Lauren, Heather, Allyson, Luke; and many nieces and nephews. In lieu of flowers, memorial contributions can be made to the Animal Welfare Society P.O. Box 43 West Kennebunk, ME 04094 or The First Congregational Church 141 North Street Kennebunkport, ME 04046

MICHAEL J. CORRADO

Michael J. Corrado passed away on April 23, 2012 at the age of 90. He was a lifetime resident of Newburgh, NY. Brother Corrado served his country in the U.S. Army and the Merchant Marine as a Radio Operator. He last sailed for Sealand aboard the **CHARLESTON** and the **BOSTON**. He retired from the M.E.B.A. on April 1, 1978. Michael was a parishioner of Sacred Heart Church in Newburgh and a member of the Holy Name Society.

He is survived by his brother, Charles J. Corrado; two sisters, Anita M. Corti and Louise C. McKibben; nieces, Marie Rattazzi and Carol Traver; nephews, Robert Corti and William Corti; and several great-nieces and nephews. He was predeceased by his sister, Fanny Corbo; his brother, Benjamin Corrado, and step-sister, Antoinette DeBenedictus.

RICHARD A. DAVIS, SR.



Richard "Dick" Davis passed away on June 8, 2012, at the age of 89. He was surrounded by his family who loved him dearly. Brother Davis grew up in Brazil, Panama, Costa Rica, Honduras, and Cuba where his father worked for United Fruit Company. He attended boarding school in Picayune, MS, and moved to Boston, MA, to live with his grandparents during his high school

years. In the summer months, he always returned to whatever country his family was located. In January of 1941, he began his life-long seafaring career in the Merchant Marines starting in the engine room, rising to the rank of Chief Engineer, and retiring in 1984 as Port Engineer for Waterman Steamship Corp in New Orleans. During World War II, the Korean War and the Vietnam War, he sailed through all theaters of operation on merchant vessels carrying troops, cargo and supplies to the warzones. He met Alice when a fellow shipmate brought him home to meet his daughter, Ida. However, Dick fell in love with Ida's sister, Alice, and they were married on August 19, 1945, the Sunday after V-J Day, in Everett, MA. They moved to Gulf Breeze in 1956, where they chose to raise their family, enjoying their lifestyle and friends and vowing never to return to the cold climate.

Upon retirement, Dick began his new life as a community and church activist and volunteer. He and Alice were founding members of St. Francis of Assisi Episcopal Church where they devoted their lives in service to the church. He was a founding member of Gulfside National Bank and a Director of Liberty Bank in Pensacola. His civic activities included Charter member of Hadji Shrine Temple of Pensacola, Elks Lodge of Pensacola Beach, Gulf Breeze Masonic Lodge, Scottish Rite, York Rite, Society of Naval Architects and Marine Engineers, and a Paul Harris Fellow with Gulf Breeze Rotary Club. He served for several years as Secretary of the Rotary Club and was very proud of his fellow Rotarians and their commitment to their community. He was also very proud to display his appointment as a Kentucky Colonel. Dick and Alice loved to travel, particularly their many cruises with family and friends, as well as their involvement for 26 years with the Gulf Coasters Motor Home

continued



group and Nomads RV Club (Hadji Shrine). He was sincerely appreciative of the opportunity to participate in the Honor Flight to Washington, DC, where he was deeply moved by his time spent at the World War II Memorial with his fellow veteran travelers.

Dick was preceded in death by his wife of 65 years, Alice; his son Richard; and his son-in-law, Fred Garcia. He is survived by his daughters, Edie Garcia and his daughter, Janet Wood; and his son, Bill Davis; his beloved grandchildren, Jennifer Haines, Andrea, Chris, and David Garcia, Alice, Stephanie and William Davis, Matt and Davis Wood; and great-grandchildren Jake, Alexa, Emma and Hope Haines and Liam Garcia. He is also survived by his sister, Katherine Callahan. In lieu of flowers, the family prefers memorial contributions to Gulf Breeze Rotary Scholarship Fund, Shriner's Children's Hospital (Hadji Temple), Covenant Hospice, or St. Francis Church.

JAMES R. D'ANDREA

James R. D'Andrea passed away on March 8, 2012 at the age of 91. He was a resident of Weatherly, PA. Brother D'Andrea graduated from Weatherly High School in 1938; he worked as a pattern maker apprentice at the Weatherly Foundry and Manufacturing until being accepted to the U.S. Merchant Marine Academy in 1943. Due to World War II, he was put on an accelerated course and graduated in 1944. As an ensign and third assistant engineer, he was assigned to war shipping administration vessels and sailed the Atlantic, Pacific and Mediterranean.

After the war, he moved to New Jersey and went to work for United States Lines. He worked on the greatest American luxury liner in history. From her construction and trials, to her maiden voyage in 1952, to her ultimate

retirement in 1969, he traversed the planet on the vessel that still holds the record for fastest North Atlantic crossing, both east and west bound, to this day. He continued to sail with U.S. Lines as chief engineer, aiding the Military Sealift Command until his retirement in 1984. He settled in Arizona for a short time, but eventually came back to his boyhood home in Weatherly. He retired from the Naval Reserve as a lieutenant commander, lifelong member of the American Legion, the Retired Officers Association, and was a proud member of the Penn Haven Gun Club.

Jimmy, as he was fondly called by all who knew him, was active right until the end. He enjoyed playing golf, brushing up on the latest technology (including nuclear energy), and spending time with his five great-grandchildren. He loved hearing them call him "Great Pop" and sitting on his lap for hugs and kisses. He will be missed greatly by his grandchildren.

Jimmy was predeceased by his beloved mother, Mary Grace (Petrone) D'Andrea; father, Ralph; and siblings Saverio, Francis, Joseph, Benjamin, Anthony, and Carmela. He is survived by three loving daughters, Barbara Holly and husband, David; Linda D'Andrea and partner, Michele; and Catheryn D'Andrea and fiancé, Bruce. He would bestow a heartfelt thank you to his extended family of his brother's and sister's children and all friends and neighbors who gave him their love and support for many years. Memorials in his honor may be sent to Wounded Warriors, 4899 Belfort Road, Suite 300, Jacksonville, FL 32256, CFC 11425.

GERRARD W. DIFLOE

Gerrard Difloe passed away on December 4, 2011 at the age of 87. He was a resident of Willis, TX. Jerry as he was known to his friend and Uncle Bud

to others lived a long and full life. A WWII Marine Corps combat veteran and a lifelong Merchant Marine Mariner sailing around the world, he loved the sea as much as he loved his family. Brother Difloe last sailed as a chief engineer aboard the **NANCY LYKES** in October of 1989. He retired from the M.E.B.A. on August 1, 1996.

Jerry was preceded in death by his wife of 56 years, JoAnn Difloe. He is survived by his son James Difloe and daughter Nettie Bird; four grandchildren, Celeste & Kenny Bird, Jean-Paul and Shelaine Difloe; three great-grandchildren, Tyler Teddar, Carter & Kase Bird; and many nieces and nephews. In lieu of flowers please send your remembrances to your local VFW.

GARLON GILBREY EBANKS

Garlon Gilbrey Ebanks passed away on December 8, 2011, at the age of 92. He



was a native of Grand Cayman. Brother Ebanks last sailed with Lykes Bros. and retired from the M.E.B.A. on August

1, 1981. He is survived by his wife Barbara, daughter Lana, son Garlon, and grandchildren Ashley, Jason, and Brittany. He was preceded in death by his first wife, Margaret.

THOMAS MICHAEL ENNIST



Thomas Ennist passed away on April 12, 2012, at the age of 48. He was working at sea when he departed this world. He was

a resident of Awendaw, SC. Brother Ennist graduated in 1985 from the U.S. Merchant Marine Academy, and served as an Ensign, Special Duty (Engineering) in the U.S.

Navy Reserve. After graduating from USMMA, he lived in Washington, D.C. and worked for the Navy as a civil engineer. He then was transferred to CNSY where he was an engineer on the NPTU project. He sailed aboard the **LIBERTY SEA** during Operation Desert Storm. Tom was employed by Maersk Lines Limited, as a Chief Engineer.

He was known as a consummate engineer; there was nothing he could not fix, and his shipmates were always pleased to sail with him for he was a whiz at repairing the ships' elevators. He was a prolific reader and an avid Gamecocks fan. Tom loved sailing, boating and spending time with his family in Cape Romain.

He is survived by two sisters and one brother: Grace Witt, Elizabeth Rogers, and Nicholas Ennist. In lieu of flowers please make donations to the Sewee Association, P.O. Box 1131, Mt. Pleasant, SC 29465-1131 or to the website, seweeassociation.org.

COLIN R. ERDWURM

Colin Erdwurm passed away on March 29, 2012, at the age of 100. He was a resident of Washington Park, NC. Brother Erdwurm last sailed in April of 1977 and retired from the M.E.B.A. on August 1, 1977 after many successful years of sailing. He was predeceased by his wife, Dorothy in 2001.

WILLIAM O. FLOYD



William "Bill" Floyd passed away on October 28, 2011, at the age of 88. He was a resident of Laguna Park, Bosque County,

TX. Brother Floyd graduated from Sunset High school in 1941. He spent his early years working with his dad in his automobile garage in Oak Cliff until he joined the Merchant Marine

during World War II. He ended his career as a Master Mechanic working on ships worldwide. He was preceded in death by his mother, Ola Alma; his father, Adrian G. Floyd; and his sisters Annie Jo. Floyd, Alma Frances Floyd, and a Margaret Buchanan. He is survived by his son and his wife, Carl and Loretta Floyd, and his sisters Dorothy F. Simon, Christine Hudgins, and Joyce Short. In accordance with his wishes, bill had his body donated to UT Medical Facility.

FRANCIS K. FOOTE

Francis Foote passed away on May 21, 2012, at the age of 88. He was a resident of Dover, NJ. Brother Foote served in the military, as a merchant marine during World War II where he received several commendations for his outstanding service. His last commercial voyage was in August 1971. He retired from the M.E.B.A. on April 1, 1972. Francis is survived by his wife, Margaret; son, Kenneth; nephew, Robert Gayle; and a cousin, Helena Hill.

EDWARD M. GARCIA

Edward Garcia passed away on November 20, 2011, at the age of 86. He was a resident of Gretna, LA. Brother Garcia last sailed as a third mate aboard the **GOLDEN ENDEAVOR** for American Maritime Trans. He retired from the M.E.B.A. in July 1994. Edward was predeceased by his wife, Rilby. He is survived by his children Phillip and Magdeline Balli.

ARTHUR J. GOSS

Arthur Goss passed away at his camp in Maine unexpectedly on June 4, 2012 at the age of 56. He was a long time resident of South Berwick, MA and had recently moved to Naples, FL. Brother Goss graduated from Maine Maritime Academy in 1977. He last sailed as a second assistant engineer aboard the

M/V OHIO with Maersk until July 2010. After a fulfilling career, he retired from M.E.B.A. on February 1, 2011.

He is survived by his loving wife, Gail; son, Michael Goss; daughter, Jamie; son in law, Christopher McCubbin; granddaughter, Tahlia Goss; and grandsons Gavin and Talan McCubbin.

LAWRENCE M. GRASSO

Lawrence Grasso passed away on January 9, 2011, at the age of 83. He was a resident of Laguna Niguel, CA, and originally hailed from New Jersey. After many successful years of sailing, Brother Grasso retired from the M.E.B.A. on July 1, 1973. He is survived by his nephew Lars Jentsch.

CARL B. HINES

Carl Hines passed away on August 8, 2011, at the age of 88. He was a resident of Ruston, LA. Brother Hines proudly served the country in the U.S. Merchant Marine and last sailed in December of 1978. He retired on February 2, 1979. He was preceded in death by his son Russell. Carl is survived by his wife of 25 years, Mary Hines; daughters Debbie Patterson & husband Nick, Sue Brown and Carla Hines; step-daughters, Pat Everett and husband Clark, Joy Spencer & husband James; grandchildren, Matthew Henderson, Tim Henderson, James Brown; step-grandchildren, Shelley Copeland and husband John, Leslie Taylor and husband Robert, Brandon Standley, and Mathew Spencer and his wife Brooks.

MICHAEL GLEN HOLL

Michael "Mike" Holl passed away June 29, 2011, at 63, from a very aggressive melanoma. Mike had been diagnosed three months before. It was his wish that people know that sun tanning and sun burns contribute to deadly skin cancer, that melanoma is not

continued



just on the skin but may invade any part of the body. He would caution people to check their moles frequently, to have the biopsied and removed.

Brother Holl was a ham radio operator since age 11. After graduating from high school, he joined the Navy, where he served three years as a radio technician including two tours off the coast of Viet Nam. His interest in radio led to electronic work at the Spokane Postal Service during his college years, graduating from Eastern Washington College with Honors and a BA degree. Following college, he worked for the National Oceanic Atmospheric Administration as a Radio Technician. He then sailed through the Radio Officers Union on various ships to Europe and South America. His last and longest employment at sea, was with ETC, NY. His work as the Radio Electronics Officer was a shuttle between three ports in Japan and two ports in Indonesia on a liquefied natural gas tanker, four months at a time. Mike got off the ship whenever in port, excited to see the country, and meet and talk with the people. He would diligently communicate with members of his family by telex, phone patches through other ham radio operators including his son Eric, who had a license. Often he would be on the dock or town in sweltering heat or frigid temperatures to make direct a phone call home. His last ship was the **LNG TAURUS**.

Mike missed the sea even knowing that seafaring is a lonely, dangerous job. After his retirement, he maintained friendships with many of the men with whom he sailed, some whom he only knew as radio officers on other ships. Mike installed multiple antennae at home in trees and on the roof. Each room had a radio, sometimes more than one. He had a

radio shack in the loft over the garage. After 52 years, he was still excited to talk with hams all over the world.

He was a man of many interests. He learned to fly in 1975 and was a certified flight instructor for 12 years for instrument, single, multi-engine, commercial and seaplane training. He was a member of the Chuckanut Flying Club, where he served on the board as maintenance and safety officers. He liked to have students land at local airport cafes and wanted each one to feel comfortable flying over the waters of Puget Sound. In March 2010 he and a friend made a "forced landing" on Eliza Island due to engine failure. He maintained control all the way to the beach. He credited their landing safely to training and "the higher power." Mike was up in the air the next morning with a student. The two days before he died, Mike flew with students. He told one that he never felt so good. Mike was an avid cyclist often riding into Fairhaven or northern Skagit County back roads. He rode in 11 Seattle-to-Portland rides, several of those with his son Alan. For a short time he was a volunteer fire fighter with the Lake Samish department; being gone to sea for months at a time made it impossible to keep up with the changing federal and state requirements. Later he was a Fire Commissioner, until the department became part of South Whatcom Fire Authority.

In the last few years, he was a volunteer at SPARK, formerly Museum of Radio and Electricity. When Mike could no longer fly, he planned to volunteer more hours repairing radios and demonstrating electronic "gizmos". A member of Faith Lutheran Church, Bellingham, Mike participated in council, serving food on the street, Sunday school and chaperoning youths

on many trips. Mike volunteered with the church's Severe Weather Shelter and had most recently enjoyed the Men's Book Group. In Maritime Ministry, he enjoyed going on ships in port to greet the crew and learn about their homeland and to share his faith.

His home could not be without peanut butter and honey, hot sauce, cheddar cheese, peanuts, a bar of dark chocolate which he would take weeks to consume, and a bottle of Merlot.

His final hours were with friends and family. Mike's last words were "I've had a good life." His faith allowed him to go without anger or fear, with grace and dignity. Mike is survived by his wife, Nancy Emerson Holl; sons, Eric and Alan; two sisters and brothers-in-law, Rita and Ron Mickelson, and Sandra and Kirk Wise; and several nieces and nephews. Also surviving Mike are several aunts, uncles, numerous cousins, and his sister-in-law and brother-in-law Dorothy and Robert Higgs. Memorial donations in his memory can be made to his church or the Humane Society.

ARTHUR M. HUNTER

Arthur Hunter passed away on May 24, 2012, at the age of 88. He was a resident of Benicia, CA. Brother Hunter sailed as a Chief Engineer in the Merchant Marine for more than 26 years during World War II, the Korean War and the Vietnam War, receiving a Victory Medal, Vietnam Service Bar, Korean Service Bar, and Pacific War Zone Bar. He was proud of his accomplishments during his service to his country and retained a valid Chief Engineer License until his death. He retired from the M.E.B.A. on September 1, 1965. He is survived by his great-niece, Kim Humbert.

RICHARD DALLAS JONES



Richard Jones passed away on November 6, 2011, at the age of 86. He left this world peacefully and at ease. He was a resident of Eugene,

OR at the time of his passing. Prior to that he lived in the Texas area. He was born in Missouri.

Brother Jones joined the U.S. Merchant Marine at the age of 17 and began his journey across the seas. He served in WWII, transporting supplies across the Atlantic. After the war, he worked his way up to become a Chief Engineer. He loved going to sea. After a long and prosperous career he retired from sailing and began a teaching job as the chief engineer for the **TS TEXAS CLIPPER**, the training vessel for Texas A&M University's Galveston marine engineering program. He was a great teacher and mentor to many young cadets during his five years with the school. He married Carol Shields in 1958. Together they raised three children and shared warm memories of raising children, creating a loving home, connecting with family and friends, traveling, and sharing the lessons of life. Richard was a great father who led by example and quiet wisdom, an attentive son, a devoted brother, an especially doting grandfather, and a faithful friend. He took joy from the innocence and wonder of watching his grandchildren grow. He loved to read nonfiction, and travel by car across the country with his wife. He was a vital community member who volunteered at his church and local hospital, spreading good cheer to many. Richard was always available to help or be a friend to anyone he encountered. He was kind, gentle, wise, loving, witty, generous, compassionate, and accepting of all.

Richard is survived by his loving wife Carol; his children Stephen and wife Rhonda, Amy Trezona and husband Tom, and Angela and husband Ivan; grandchildren Caleb, Seth, Demi, Tori, Mikaela, and Grace; siblings Howard and wife Neva and Larry; several nieces and nephews, and many friends around the world.

THEODORE P. KALIVAS

Theodore "Ted" Kalivas passed away on April 27, 2012, at the age of 88. He was a resident of Youngstown, OH and Long Beach, CA. Ted was a graduate of Scienceville High School and then attended Ohio State University. He served in the United States Marine Corps. He was licensed to serve as an Engineer on Steam Vessels of any horsepower. Brother Kalivas last sailed aboard the **SS DAWN** for Central Gulf Lines. After many prosperous years at sea, he retired on May 1, 1983.

Ted was instrumental in erecting the impressive bronze sculpture "Jacobs Ladder" created by a prominent sculptor Jasper D'Ambrosi. The statue is located in San Pedro, CA, Port of Los Angeles. The memorial was dedicated on National Maritime Day, May 22, 1989 and is the first national memorial to merchant seamen in the United States. He was a proud and longtime active member of the American Merchant Marine Veterans-China Coasters Chapter.

He was preceded in death by a sister Irene Perry, and two brothers William and Louis Kalivas. He is survived by sister Effie Pascarella; three brothers James P. Kalivas, Dr. George Kalivas, and Dr. John Kalivas; along with many loving nieces and nephews.

THADDEUS KEDZIERSKI

Thaddeus "Ted" Kedzierski passed away on June 1, 2012, at the age of 82. He departed this world on the day after his 60th wedding anniversary,

at Rosewood Retirement Community in Bakersfield, CA. His wife, Nancy, passed away on June 19, 2009.

Brother Kedzierski received a Bachelor



of Science in Marine Engineering from the U.S. Merchant Marine

Academy in 1950. During his career in the Merchant Marine, Ted sailed all licensed engineer positions, Third Assistant to Chief Engineer, on various passenger and cargo vessels with American Export Lines. In 1963, he attended a Nuclear Technology Training Program for the **N.S.**

SAVANNAH, the first nuclear-powered cargo-passenger ship, and was licensed as Senior Reactor Operator. He served as Senior Reactor Operator and Senior First Engineer to September 1964 and as Chief Engineer September 1964 through March 1966. He continued to be involved with the **SAVANNAH** until she was deactivated. Later in his career, Ted became a maritime union official. In 1983, his work moved him from New Jersey to California where he was the Branch Agent, District No. 1 of the Marine Engineers' Beneficial Association/ National Maritime Union, in Wilmington. In 1986, Ted became President of Maritime Trades Department, Southern California Ports Council, AFL/CIO and in 1992 became President Emeritus of the Council. In 1986, Ted also became president of the American Merchant Marine Veterans Memorial Committee, Inc. (AMMVMC) which erected the first National Memorial to the American Merchant Marine, located in San Pedro, CA, Port of Los Angeles. The Memorial was dedicated on National Maritime Day, May 22, 1989. He raised additional funds for the first National Merchant Marine Memorial Wall of Honor adjacent to the Memorial, listing American Merchant Mariners who sacrificed

continued



their lives in WWII and subsequent conflicts. The Memorial Wall of Honor was dedicated on May 22, 2003. At this occasion, he was honored by the Los Angeles City Council for service to the community by having the street adjacent to the Memorial named officially as "Ted Kedzierski Way".

More important than all of his professional achievements, Ted Kedzierski was a devoted husband and a loving father, grandfather and great-grandfather. He took great pride in his family and leaves behind a legacy of hard work, integrity, loyalty and love.



Ted was preceded in death by his parents, Helena and Teofil Kedzierski and his older sister, Irene Nosek, who passed away in 2011. He is survived

by his younger sisters, Lucy Kobus and Marian Kurpiewski. In lieu of flowers donations can be made to the Merchant Marine Veterans Memorial at AMMVMC, Inc. P.O. Box 1659 Wilmington, CA 90748-1659.

GEORGE LEGNOS

George Legnos passed away on February 20, 2012, at the age of 88. He was a resident of New London and Groton Long Point, CT.

Brother Legnos was the son of Greek immigrants. He grew up in Brooklyn, NY and spent his summers at Sound View in Old Lyme always in sight of and under the influence of the sea. At the outset of World War II, he lost both of his parents, George really wanted to fly fighters though with the counsel and help of his older brother John he applied to and was accepted to the U.S. Merchant Marine Academy. Once he qualified as a junior officer he began his service in the war sailing as a Merchant Officer in North Atlantic Convoys supplying the war effort in Europe. He entertained his friends

and family with stories of the North Atlantic winter gales, ice and enemy attacks. On one voyage George got his fighter plane; an entire deck load of P-51 Mustangs that his ship delivered to fighter squadrons in Europe. After the war, George received his Unlimited Tonnage Masters License and his first command at age 25. He sailed as a captain for Farrell Shipping Lines making 20 voyages around the continent of Africa. In November 1951, he married Elizabeth Young.

George moved into management as the Domestic Operations Manager for Farrell Lines and was stationed in Lagos, Nigeria in 1961. He often traveled to Ghana, the Congo, Sudan and Johannesburg. During his tenure in Nigeria, he developed an efficient and successful coastal feeder freight system to complement Farrell's ocean shipping. He later oversaw the conversion of the fleet from conventional cargo ships to container ships. From there George served as Port Captain in Chicago. In 1968 he was transferred Sydney, Australia. He enjoyed good years in Sydney making memorable family trips from Sydney to Victoria, Perth and Adelaide. In the early 70's George developed and managed the Port Everglades Container Terminal in Ft. Lauderdale, FL.

From there he went on to manage the fleet for New England Petroleum Company (NEPCO) then oversaw the commissioning of the General Dynamics Liquefied Natural Gas ships **AQUARIUS** and **LIBRA**. During the process he was offered the command of the **LIBRA** and was back on the sea that he loved. During this time he commanded the **LIBRA** where he sailed mostly from Japan to Indonesia until his retirement. In 1996 at age 73, he retired after 50 years of sailing.

During his retirement, he worked on reconstructing his house at Groton Long Point, as well as spending time at his house in Port Charlotte, FL.

To all of his family and friends he was affectionately known as "The Captain" always in command and looking over the horizon. George is survived by his brother, John; daughter Laurel; granddaughters Angela and Heather; nephews, Peter and Jay; grandniece Alexandra; and grandnephews Kyle and Hunter.

GORDON W. MAXWELL, JR.

Gordon Maxwell, Jr. passed away on November 16, 2011, at the age of 89.



He was at home under the care of Hospice when he departed this world. Brother Maxwell

was a resident of Clearwater, FL. Gordon joined the Merchant Marine in 1942 during WWII, he started as an oiler and worked his way up to Chief Engineer. He attended the U.S. Merchant Marine Academy, during his sailing career he worked on oil tankers and freighters. He sailed on every ocean, and fought in WWII and the Korean and Vietnam wars during his 44-year career. He last sailed as a first assistant engineer aboard the **LASH PACIFICO** for Prudential Grace Lines in November of 1984. He retired from the M.E.B.A. on January 1, 1985.

Gordon was pre-deceased by his beloved wife, Dorothy in 2002. He is survived by his sister, Florence Stawarski; two sons, Bruce and Kent; two grandsons, Scott and Paul; as well as 5 great-grandchildren, Kara, Hannah, Adam, Jared and Andrew.

EDGAR G. MCKOY

Edgar McKoy passed away on June 3, 2012, at the age of 91. He was a resident of Bronx, NY. Brother McKoy last sailed with Coastal Barge. After many successful years of sailing, he retired from the M.E.B.A. on October 1, 1996. He is survived by his nephew Harry Alston.

THOMAS W. MCTAGGART

Thomas McTaggart passed away on April 27, 2012, at the age of 88. He was a resident of Reno, NV. Brother McTaggart last sailed as a Chief Engineer about the **SS SANTA MARIA** for Delta Lines. He retired on March 1, 1986 with 37.75 years of service. He was predeceased by his first wife, Fae. He is survived by his second wife, Annemarie.

RONALD ROGER MUELLING

Ronald "Ron" Muelling passed away on January 27, 2012, at the age of 70. He died peacefully at home surrounded by his loving family. Brother Muelling attended the U.S. Merchant Marine Academy and upon his graduation in 1966, worked on various container ships as an engineer and Chief Engineer until his retirement in the late 1980's. He was also a member of the U.S. Naval Reserves until his honorable discharge in 1979. Ron was a volunteer at Castle Point VA Hospital and the New York State Veteran's Home at Montrose. He loved photography and traveled to 43 countries throughout the world during his tenure with the Merchant Marine.

He is survived by his loving wife, Phyllis Sara Schechtman; four beloved daughters, Kendra Muelling Carter, Taryn Elizabeth Muelling and her husband, Kyle Burditt, Rowan Lisa Muelling-Auer and her husband, Bastian Auer, and Shayne Noelle Muelling; a brother, Gary Muelling and his wife, Anita; five grandchildren, Aiden, Liam, Xavier, Louisa and Sasha; his sister-in-law, Joyce Muelling; his brother-in-law, Rabbi Jack Gabriel; his best friend, Earl Hicks; and several nieces and nephews. He was predeceased by his brother, Dwayne Muelling. In lieu of flowers, donations can be made in Ronald's memory to Massachusetts General Hospital, Fund for Gastrointestinal Cancer Research. Checks can be mailed to 165

Cambridge Street, Suite 600, Boston, MA 02114 and must be made payable to Massachusetts General Hospital.

THOMAS W. OWEN

Thomas Owen passed away on March 19, 2012, at the age of 88. He was a resident of Atlanta, GA. Brother Owen last sailed aboard the **CHANCELLORSVILLE** with Keystone in March of 1971. After many prosperous years at sea he retired from the M.E.B.A. on April 1, 1972. Thomas is survived by his nephew, Budd Owen Libby.

CHARLES J. PAPASIAN

Charles Papasian passed away on April 8, 2012, at the age of 84. He was a resident of Patchogue, NY. Brother Papasian last sailed as a second assistant engineer in August of 1990 aboard the S/L **ACHIEVER** with Sealand Service. He retired from his sea career on May 1, 1991. Charles is survived by his wife, Catherine; and sons, John and Kevin.

KYLE R. PODOLL

Kyle Podoll passed away on April 24, 2012, at the age of 92. He was a resident of Haiku, HI. Brother Podoll last sailed aboard the **PRESIDENT PIERCE** with APL in 1984. He retired from the M.E.B.A. on January 1, 1985 after many successful years of sailing. He is survived by his children Martin Podoll, Cathleen Jurgensen, and Alane Podoll.

ROBERT C. SMITH

Robert Smith passed away on April 7, 2012, at the age of 85. He was a resident of Mesquite, NV. Brother Smith had a long and successful career at sea as a radio officer. He promoted union solidarity as the former president of the Radio Officers' Union. He retired from the M.E.B.A. on January 1, 1982. He is survived by his cousin, Cheryl Edman.

HYGIN P. STARRY

Hygin Starry passed away on February 12, 2012, at the age of 81. He was a resident of Millville, PA. Brother Starry last sailed in April of 1988 as a third assistant engineer aboard the **SS LONG BEACH** with Sea-Land Service. He had a prosperous sailing career and retired on August 1, 1990. He is predeceased by his sister, Josephine Gilray and survived by his niece, Edith Chapman.

WALTER P. WOOD, JR.

Walter Wood passed away on February 2, 2012, at the age of 85. He was a resident of Chadds Ford, PA. Walter received U.S. Navy service credit from 1954 to 1956 due to the Korean Emergency. Brother Wood last sailed on June 14, 1966 aboard the **S.S. AMERICAN CHARGER**. He retired after many years of dedicated service on September 1, 1968. He was predeceased by his wife Harue in 2012. He is survived by his children Nora, Clayton, Gary, and Dana.

CHESTER T. ZANIEWSKI, SR.

Chester Zaniewski passed away peacefully at home on February 22, 2012. He was 92 years old. He was a resident of Linwood, NJ where he resided for the last 42 years. Brother Zaniewski served in the Merchant Marine, during World War II. He was a 1944 graduate of the U.S. Merchant Marine Academy. Chester worked for Prudential Lines and Grace Lines for 35 years, retiring in 1985. He was predeceased by his brothers Peter and Walter Zaniewski; and sisters, Josephine Zaniewski and Stella Rostkowski. Chester is survived by his beloved wife of 56 years, Stella; his loving children, Chester Zaniewski and his wife Karen, Dr. Richard Zaniewski, and his wife Ellen, and Mary Ann Owsley; and four grandchildren, Melanie, Jessica, Zachary, and Benjamin.



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Capt. Jack Menendez, and Retirees Jim Lodge and Larry James aboard the **AMERICAN VICTORY** in Tampa, FL.



photo credit to Matthew McKeon, C.E.M

Nick Ridgway, 2010 graduate of California Maritime Academy and M.E.B.A. member, installs torsion monitoring equipment on the steam turbine driven ballast pump aboard the **SEA RIVER SIERRA**. Nick works as an Energy Manager in Training for Alaris Companies under an M.E.B.A. contract performing energy management services. Alaris is helping ExxonMobil subsidiary Sea River Management baseline their U.S. fleet energy consumption ahead of the January 2013 IMO mandated SEEMP implementation.



photo credit to Capt. Stephen L. Catarius

pictured are (left to right) 2nd A/E Brian Kenny, Capt. Luke Catarius, C/E Kealoha Peltier, C/M Patrick McGourthy, and 1st A/E Matthew MacNeil.