

MARINE OFFICER

FALL 2005

Marine Engineers' Beneficial Association (AFL-CIO)



USNS COMFORT (PASCAGOULA)



CAPE KNOX (NEW ORLEANS)



CAPE VINCENT (BEAUMONT)

DOWN BUT NOT OUT
MEBA SHIPS HELPING GULF STATES
CONTEND AS HURRICANES LAND 1-2 PUNCH



FACES AROUND THE FLEET



Above: The members aboard the M/V HORIZON ANCHORAGE make beautiful music together -- not only in the engine room -- but in this shot (exclusive to the Marine Officer) of "Shermtone and the Engineers." Left to right are 3rd A/E Jeff Andrade, 2nd A/E Glenn Yarborough, Bill Sherman (trumpeter), Bill's son C/E Bruce Sherman, and 1st A/E Pat McCormack.



Above: Aboard the Central Gulf Lines vessel GREEN COVE in Baltimore are (l-r) 2nd A/E Maciey Szmytkowski, Observing 1st A/E Chris Nardone, 3rd A/E Scott Sneezy, Baltimore Branch Agent Bill Van Loo, 1st A/E Fran Cadden and C/E George Tebbe.



Above Left: A boatload of members benefited from the recent Washington State Ferries Union Steward class. Left to right are Scott Dinsmore, incoming WSF Rep. Jeff Duncan, Class Instructor Tom Leahy, Dan O'Reilly, Dick Olson, Mike Fleetwood, Seattle Patrolman Karol Kingery, Nate Ratcliff, Bruce Ragsdale, and Andy DeGraaf. Above Right: Left to right are Seattle Branch Agent Jon Anderson, retiring WSF Rep. Marty Micomonaco, Sean Wall, Eric Hansen, Paul Nelson, Joe Francis, Gary Steele, Bill Knowlton, Robert Rowe and John McGaritty.



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

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

Visit the MEBA website at www.meba.us

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THE GULF COAST – A TIME OF CRISIS

Our nation and our Union face great challenges on the Gulf Coast. As you know, several weeks ago our brothers and sisters in Louisiana, Mississippi and Alabama were hammered by Hurricane Katrina, and about three weeks later Katrina was followed by Hurricane Rita. Lives were uprooted and homes were destroyed and we are fortunate that to the best of our knowledge, no MEBA members or retirees lost their lives. Our hall in New Orleans is in good condition, and our hall in Houston is open for business. I cannot express how proud I am at the response of the MEBA family to this crisis. From providing relief and support to our nation's first responders, to opening our homes and our wallets to those caught up in the aftermath of nature's wrath, MEBA has once again answered our members', retirees' and nation's call.

MEBA members served admirably during these trying times. As Hurricane Katrina battered New Orleans, our members aboard the CAPE KNOX and CAPE KENNEDY saved their vessels from breaking loose from their moorings. And during Hurricane Rita, our crews aboard the CAPE VINCENT and the CAPE VICTORY handled themselves with equal skill and dedication. The Cape Vs were loaded up with emergency vehicles and police dogs to provide shelter until the storm passed. In addition, the CAPE F ships, rode out the storms in Texas and once again, our members demonstrated great skill in saving their ships.

As the federal, state and local governments assessed the devastation, the Maritime Administration could report that MEBA-crewed RRF ships in the Gulf had not only survived, but stood ready to serve. The CAPE Ks were a refuge to rescue workers in the weeks since Katrina and the vessels served as a communications hub for relief efforts. And now the CAPE Vs are assisting in Texas.

MEBA crewed vessels joined in the relief efforts in the days after Katrina. The USNS COMFORT was dispatched to Pascagoula to provide medical support and humanitarian aid. MEBA crews on National Oceanic and Atmospheric Administration (NOAA) and Army Corps of Engineers vessels operating in the hurricane impacted areas are playing a key role to ensure that navigational areas are clear of obstructions and debris.

The hardest work for everyone is now just beginning. MEBA has taken a number of important steps to help our members, retirees and their families as they begin the arduous process of rebuilding their lives and homes.

We have set up a toll free phone number for MEBA evacuees of Hurricanes Rita and Katrina. The number is 1-877-282-MEBA (6322). Those members and retirees in need of temporary housing or other hurricane-related assistance should give it a call.

The Training Plan Board of Trustees has approved a plan to free up temporary housing at our training school for members and retirees (and their immediate families) who have been displaced.

We have also set up a "Good and Welfare Fund" to benefit our members, retirees and their families. Many have been very generous in their support for the fund and I can't thank them enough.

We have over \$60,000 in the fund at this time to help active and retired members in need of assistance. Those who wish to support the fund can make their checks out to the "MEBA Good & Welfare Fund, Inc." and mail them to HQ. These donations are tax-deductible -- the EIN number is 20-3402158.

By the time you receive this edition of the *Marine Officer*, I expect that our hall in New Orleans will again be open for business. Our members and retirees from the Gulf may be displaced for weeks or months to come, but as the Gulf rebuilds, as it rises from the ruins of nature's fury, the Marine Engineers' Beneficial Association will be there, on watch, just as we have for 130 years.

Though much of our time and resources recently have been spent trying to help with the Gulf Coast disaster, the normal business of the MEBA has continued. Contracts have and are being negotiated, grievances are being handled, and organizing efforts continue to move forward. On the legislative front we continue to stay abreast of many issues important to MEBA, including Jones Act waivers, and we continue to dispute the National Security Personnel System which would adversely affect our civilian mariners. The Plans Trustees continue to address persistent problems facing the Medical Plan caused by runaway healthcare inflation and skyrocketing pharmaceutical costs. Also, we are closely monitoring industry consolidation between shipping companies so as to protect our jobs now and into the future.

I want all of our members, especially those in Louisiana, Mississippi, Alabama and Texas to know that just as you have stood by America and MEBA aboard ships around the world, MEBA and America will stand by you – long after the storms have passed.

It is often said that to find the true mettle of a person you merely have to look at how he or she behaves in a crisis. The same can be said for organizations. Our Union's response to the hurricanes has been professional, prompt and proficient – the very qualities that exemplify the hardworking members of the MEBA. ■

IN UNITY AND FRIENDSHIP,

Ron Davis
RON DAVIS





All proceeds for the Veterans' Day cruise go to keeping the AMERICAN VICTORY in sailing shape.



Veterans Day aboard the AMERICAN VICTORY is a cruise to remember with WWII re-enactions complete with air "assaults."



MEBA is a longtime supporter of the historic vessel and have a number of retirees volunteering aboard the ship. Kneeling (l-r) are Hugh Quirk, Brian Spence, Mike Perry, Nick D'Jimas and Wayne Hunt. In the back row (l-r) are Eugene Schunan, David Janes, C/E Pete Retzko, Mitch Cihomsky, Tampa Rep. Kevin Behen and Pete Martin.

SS AMERICAN VICTORY STEAMING AS BEFORE VETERANS DAY WEEKEND, 2005

On November 12, 2005, you are invited to sail on the sparkling waters of Tampa Bay in a re-live history cruise aboard the venerable SS AMERICAN VICTORY Mariners' Memorial & Museum Ship. World War II re-enactors, a period band, vintage enemy aircraft assaults and defending anti-aircraft fire add the sounds and smells of battle to this live portrait of the "greatest generation" in action.

The ship and her crew are a time capsule of life lived in a heroic period of American history. Come see where the crew lived and worked, view authentic uniforms, badges and medals of the U.S. Maritime Service. Meet veterans of U-boat encounters and Kamikaze attacks. They are anxious to tell their stories and share memorabilia with guests. It is a sad but inevitable fact that their numbers are shrinking drastically with the passage of time. Come honor our merchant seamen and Naval Armed Guard heroes who kept the lifelines open to Allied armies around the globe in the greatest conflict the world has ever seen.

The SS AMERICAN VICTORY, one of only two operating survivors of the 532 Victory ships built between 1945 and 1946, is manned by a crew that includes MEBA retirees including Chief Engineer Pete Retzko. The ship was saved from the wreckers in 1998 by a motivated group of maritime preservationists led by Capt. John Timmel, a Tampa bay pilot, and sustained by a group of dedicated volunteers who have contributed over 60,000 work hours in restoration efforts. Local shipyards and maritime industry businesses have contributed significant resources to this project. MEBA has been a longtime supporter.

Guests celebrating this Veterans Day event will board the AMERICAN VICTORY on Tampa's Channelside at 8 AM, November 12, 2005. The ship will cast off at 9 AM sharp and return at approximately 4 PM. A continental breakfast and lunch will be served. Parking is available at the Aquarium and in the Tampa Port Authority garage. Bring your camera and plan to send a radiogram from the ship to family and friends. Guests should be reasonably mobile and at least seven years of age. The cost of the cruise is \$95 per person, which includes meals and copious quantities of bottled water. All proceeds go toward the restoration of this historic ship. They need your moral and monetary support to keep this icon of Americana afloat and steaming.

For reservations and additional information, call the AMERICAN VICTORY at (813) 228-8766 or send your check to the ship at the following address: SS AMERICAN VICTORY, Berth 271, 705 Channelside Dr., Tampa, FL 33602. ■

The CAPE FEAR is one of the four LASH barge carriers in the new RRF managed by Patriot Contract Services.



MARAD AWARDS RRF SHIP MANAGER CONTRACTS

READY RESERVE FORCE SHIP MANAGER CONTRACTS

Ship Manager	RRF Vessel Assigned	Design	Vessel Location
Patriot Contract Services, LLC Walnut Creek, CA,	Admiral William M. Callahan	RO/RO	Alameda, CA
	Cape Orlando	RO/RO	
	Cape Gibson	MCDS	
	Cape Girardeau	MCDS	
	Cape Fear	LASH Barge Carrier	
	Cape Florida	LASH Barge Carrier	Orange, TX
	Cape Flattery	LASH Barge Carrier	Beaumont, TX
	Cape Farewell	LASH Barge Carrier	
Keystone Shipping Services, Inc. Bala Cynwyd, PA	Cape Race	RO/RO	Portsmouth, VA
	Cape Rise	RO/RO	
	Cape Ray	RO/RO	
	Cape Victory	RO/RO	Beaumont, TX
	Cape Vincent	RO/RO	
	Cape Kennedy	RO/RO	New Orleans, LA
	Cape Knox	RO/RO	
Marine Transport Lines Secaucus, NJ	Cape Edmont	RO/RO	Charleston, SC
	Cape Ducato	RO/RO	
	Cape Decision	RO/RO	
	Cape Douglas	RO/RO	
	Cape Diamond	RO/RO	
	Cape Domingo	RO/RO	
Matson Navigation Company Oakland, CA	Comet	RO/RO	Alameda, CA
	Meteor	RO/RO	
	Cape Jacob	MCDS	Diego Garcia
Horizon Lines, Inc. Kenilworth, NJ	Cape Lambert	RO/RO	Wilmington, NC
	Cape Lobos	RO/RO	

MCDS - Modular Cargo Delivery System vessels provide underway replenishment to Navy Combatant and Auxiliary ships.

RO/RO - Roll-On/Roll-Off ships are equipped with ramps to allow the rapid loading and unloading of rolling stock including military vehicles, non-self-deployable aircraft as well as outsized military cargo.

LASH Barge Carrier - Lighter Aboard Ship (LASH) barge carriers have a gantry crane and are designed to carry lighterage (barges).

Five MEBA contracted companies have been awarded contracts to manage a total of 26 ships for the Maritime Administration's newly announced 54-ship Ready Reserve Force (RRF) fleet.

MEBA companies involved include Patriot Contract Services (8 ships); Matson Navigation (3 ships); Horizon Lines (2 ships); Keystone Shipping Company (7 ships) and Marine Transport Lines (6 ships). Matson and Horizon are newcomers to the program expanding the pool of MEBA operators.

MEBA Pres. Ron Davis was pleased that Patriot proved a big winner in the bid process and pointed out, "I am also happy that Matson and Horizon have been christened as new MarAd operators. However, it is disappointing that Keystone and MTL will be operating fewer vessels under the new RRF program and that Mormac Marine could not find a place in the program. Those absences actually will result in fewer MEBA jobs in the RRF despite increasing the MEBA RRF fleet from 25 to 26 vessels."

One of the problems with Mormac may be that the company no longer operates any commercial vessels and has substantially downsized over the past four years. This is unfortunate because our contracted relationship ensures jobs for both MEBA mates and engineers.

Nevertheless, MEBA-contracted companies have recorded a net gain of one ship under the new RRF -- surprising considering that the program has once again been downsized. In 2000, the RRF fleet stood at 74 ships, 20 more vessels than the current fleet. And prior to that, the program stood at 96 ships.

The new program should be fully in effect by September 31st. Already, many of the RRF ships have been slotted for service in the Hurricane-torn Gulf states as well as continued service in support of our efforts in Iraq.

OLD SALTS SHARING THE WEALTH IN THEIR GOLDEN YEARS

They may not be sailing any more, and they may not be full-fledged members of our Union any longer, but by their contribution to the MEBA's Political Action Fund (P.A.F.), a select group of retirees continue to influence the U.S. Merchant Marine.

Nearly 400 MEBA retirees remain active in promoting a positive maritime policy in our nation's capital and around the country. We all know the issues -- Jones Act, Maritime Security Program, and Cargo Preference -- and without such programs, our fleet would disappear. We heartily thank our brothers and sisters, who though shoreside, continue to fight for a robust fleet. With their generosity, MEBA continues to make new friends with lawmakers whose policies are key to our survival as a maritime power.

If you want to get involved and help boost the profile of the MEBA and the Merchant Marine, visit your local Union hall or contact Headquarters and pledge your support for the P.A.F! ■



Earle Smith (Smitty) and Joy Smith are both retired MEBA members enjoying their pension years. Joy, who just recently retired joining her dad who hung up his boiler suit in 1991, believes they could be the first father/daughter retired engineers in the union.



MEBA retiree Mark Phillips and his wife Carolyn on vacation in Florida.



MEBA members and retirees came out in force to honor retired Sr. Port Engineer Bob Riddervold at a recent lunch. Standing left to right are C/E & Retiree Randy Sautner, Zinta Bastin, C/E Dennis Nauman, C/E & Retiree Jim Sundfors, John Bastin (Retired-Bastin Controls), Retiree Bill Hassler, C/E & Retiree Don Jones, Jorgen Regstad (MTD Inc), Kristen Sutro, C/E & Retiree Dave Hiller, C/E & Retiree Tom Percival, Jim Sutro, C/E & Retiree Marty Pezzaglia; Sitting are Sr. P/E Bob and Carolyn Riddervold and Executive VP Bud Jacque.

*Retirees Who Support MEBA's Political Action Fund

Ruben K. Anderson
Francis K. Andrews
James R. Andry
John J. Angelus
Paul G. Astengo
Anderson Austin
William G. Ayres
Lawrence W. Baas
Gerrit Baas
David W. Backstedt
Robert C. Baker
Joseph L. Belanger
Alfredo R. Benitez
William H. Bennett

Thomas W. Benz
Donald F. Berger
Elmer Billington
Paul L. Bilski
Donald B. Bivin
Charles A. Black
Joseph F. Blair
Nicolas Blanch
Beddie Bonner
Thomas J. Boorse
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Michael C. Breton
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Luther S. Carroll

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Carl Carter
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Richard G. Cook
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Raymond J. Crowe
Jerome B. Crowley
Joseph S. Cruz
Hugh D. Curran

Benjamin F. Curry
James J. Dardis
Ambrous P. Day
John W. Dean
Charles V. Deluca
Louis J. Digiacomo
Henry P. Dooley
James E. Dortch
William C. Drake
Donald K. Dreier
Alben F. Drevess
Gerard D. Driscoll
Andrew K. Drotning
Earl A. Dunlop
Anthony J. Dzeima
Benny Dziedzic
James W. Eccles
Charley Edwards

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Albert A. Elias	William R. Havens	Arthur L. Linn	Elmer W. Perrigoue	Billy M. Stout
Robert E. Elliott	William P. Heibel	Melchor L. Llanos	Thomas F. Perry	Paul Q. Strange
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Luis E. Fernandez	Walter E. Hudgins	Harold Maynard	Anders K. Rasmussen	John Tomanovich
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Lars G. Flink	James L. Hutchinson	Charles W. Melvin	James F. Robertson	Andres Visson
Earl H. Floyd	Leo F. Iovino	Carl J. Meyn	David Robinson	Demetrios Vlahos
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Robert E. Goodrich	James J. Kay	Lee A. Newmann	Harold Schreier	James H. Williams
Franklin D. Gorman	Dallas J. Kearn	Craig E. Newton	William J. Scratchley	John A. Williford
James J. Gorman	Darrell J. Keaton	Joe H. Nichols	Waldemar J. Semenov	Delbert E. Wilson
Gerald W. Goudreau	Eddie C. Kee	Cyril C. Nicholson	John E. Sherlock	Don C. Wilson
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** Members Who Support
the P.A.F. Will Be
Catalogued in a
Future Issue.*



Calhoon MEBA Engineering School

2006 COURSE SCHEDULE

ADVANCED FIRE FIGHTING / HAZARDOUS MATERIALS TECHNICIAN

(2- Week Course) 16 students maximum
March 20 – March 31
May 8 – May 19
July 31 – August 4 (Hazmat Only)
September 18 – September 29
November 6 – November 17

ANALOG ELECTRONICS

(4- Week Course) 12 students maximum
April 17 – May 12
November 27 – December 22

APPLIED DIESELS

(4- Week Course) 12 students maximum
February 27 – March 24

ARPA

(1- Week Course) 6 students maximum
January 9 – January 13
June 12 – June 16
July 31 – August 4
October 30 – November 3

BASIC SAFETY TRAINING

(1- Week Course) 12 students maximum
April 17 – April 21
September 25 – September 29

BRM

(1- Week Course) 6 students maximum
January 16 – January 20
November 6 – November 10

COMPUTER APPLICATIONS

(2- Week Course) 12 students maximum
February 6 – February 17
June 19 – June 30
August 7 – August 18

CONTAINER CRANE MAINTENANCE

(3- Week Course) 12 students maximum
September 11 – September 29

CONTAINER REFRIGERATION

(2- Week Course) 12 students maximum
April 24 – May 5
May 15 – May 26
June 5 – June 16
September 11 – September 22
December 4 – December 15

DATA COMMUNICATIONS & NETWORKING

(2- Week Course) 12 students maximum
February 27 – March 10
May 15 – May 26
November 6 – November 17

DIESEL ENGINEERING

(6- Week Course) 12 students maximum
January 9 – February 17
October 9 – November 17

DIGITAL ELECTRONICS I

(2- Week Course) 12 students maximum
February 27 – March 10
June 5 – June 16
November 6 – November 17

DIGITAL ELECTRONICS II

(2- Week Course) 12 students maximum
March 13 – March 24
October 9 – October 20

ECDIS

(1- Week Course) 6 students maximum
January 23 – January 27
February 27 – March 3
March 27 – March 31
May 1 – May 5
June 5 – June 9
August 7 – August 11
October 9 – October 13
November 13 – November 17

ELECTRICAL TROUBLESHOOTING

(2- Week Course) 12 students maximum
May 8 – May 19
July 31 – August 11
August 21 – September 1
November 27 – December 8

ELECTRICITY

(4- Week Course) 12 students maximum
January 9 – February 3
March 13 – April 7
October 9 – November 3

ENGINEER LICENSE PREPARATION

(2, 3, or 4- Week Course)
(USCG Exam not offered)
12 students maximum
November 27 – December 22

FAST RESCUE BOAT

(1- Week Course) 12 students maximum
June 19 – June 23
July 31 – August 4
September 11 – September 15

FUNDAMENTALS OF ENGINEERING

(2- Week Course) 12 students maximum
November 6 – November 17

GAS TURBINE ENGINEERING

(4- Week Course) 12 students maximum
January 9 – February 3
July 31 – August 25

GOVERNMENT VESSEL OPERATIONS

(2- Week Course) 12 students maximum
March 6 – March 17
April 24 – May 5
June 5 – June 16
August 21 – September 1
September 11 – September 22
October 23 – November 3
November 27 – December 8

INSTRUMENTATION I

(2- Week Course) 12 students maximum
January 9 – January 20
June 5 – June 16
October 9 – October 20

INSTRUMENTATION II

(2- Week Course) 12 students maximum
October 23 – November 3

MACHINE SHOP

(4- Week Course) 12 students maximum
April 17 – May 12
June 5 – June 30
August 7 – September 1

MARINE ELECTRIC PROPULSION/ HIGH VOLTAGE SAFETY

(2- Week Course) 12 students maximum
January 9 – January 20
March 27 – April 7
July 31 – August 11
August 21 – September 1

MARITIME ENVIRONMENTAL MANAGEMENT

(3- Week Course) 12 students maximum
September 11 – September 29

MEDICAL CARE - PIC (Ship's Medicine)

(2- Week Course) 12 students maximum
March 27 – April 7
September 11 – September 22

MEDICAL PROVIDER

(1- Week Course) 12 students maximum
April 24 – April 28
June 5 – June 9
December 11 – December 15

MEDIUM SPEED DIESEL

(4- Week Course) 12 students maximum
June 5 – June 30

PROGRAMMABLE LOGIC CONTROLLERS

(2- Week Course) 12 students maximum
January 23 – February 3
September 11 – September 22
December 11 – December 22

RADAR RE-CERTIFICATION

(1-day Course and Examination)
Scheduled by Appointment

REFRIGERATION

(4 -Week Course) 12 students
maximum
March 13 – April 7
July 31 – August 25

SHIPBOARD ELECTRICAL SYSTEMS

(2 -Week Course) 12 students
maximum
February 6 – February 17
June 19 – June 30
September 18 – September 29

SHIP HANDLING

(2- Week Course) 12 students
maximum
February 6 – February 17
March 6 – March 17
June 5 – June 16
August 21 – September 1

SMALL ARMS

(1-Week Course) 12 students maximum
April 3 – April 7
April 24 – April 28
May 1 – May 5
August 28 – September 1
October 9 – October 13

STEAM ENGINEERING

(6 - Week Course) 12 students
maximum
April 17 – May 26

TANKSHIP -LNG

(2- Week Course) 12 students
maximum
March 13 – March 24
June 12 – June 23
October 23– November 3

TANKSHIP SAFETY DL

(2- Week Course) 12 students
maximum
February 6 – February 17
May 8 – May 19
November 27 – December 8

UPGRADING - DECK MANAGEMENT LEVEL

(2 -Week Course) 12 students
maximum
April 17 – April 28
December 11 – December 22

UPGRADING - ENGINEER MANAGEMENT LEVEL

(4- Week Course) 12 students
maximum
May 1 – May 26

VESSEL SECURITY OFFICER & SHIPBOARD INCIDENT COMMAND

(1 -Week Course) 12 students
maximum
February 27 – March 3
April 3 – April 7
May 22 – May 26
June 26 – June 30
August 14 – August 18
October 23 – October 27
November 27 – December 1

WELDING

(4 -Week Course) 12 students
maximum
January 16 – February 10
February 27 – March 24
October 9 – November 3
November 27 – December 22

MEBA Puzzle Page

Find the pirate-related hidden words in the puzzle to the right. Words can be across, upwards, downwards, diagonal and backwards.

aarrh	me hearties
ahoy matey	parrot
avast	pegleg
bilge sucker	pieces of eight
blackbeard	pirate
(the) black spot	plunder
booty	prepare to be boarded
bottle of rum	scurvy dog
buccaneer	shiver me timbers
Davy Jones Locker	splice the mainbrace
dead men tell no tales	swashbuckler
grog	treasure map
jolly roger	walk the plank
keelhaul	yo ho ho

A A R R H R E L K C U B H S A W S E R
R D U O B O T T L E O F R U M A R G R
Y E N S J D D R A E B K C A L B O S E
O A G A E B K L S R R T R T F R I R K
H D M O H I M T D H I L S R G R N E C
O M Y K R O T O R R A P Y A A Y J B O
H E E Y P Y Y R E S I F E O V A T M L
O N J U O J L M A H G B G G S A E I S
B T E W J I E L A E E O K L L I H T E
R E D N U L P N O T H O L I E E O E N
R L J T B K I U E J E E O L D G G M O
E L T O P S K C A L B Y M C E R R R J
E N G R E K C U S E G L I B T R E E Y
N O O R L W A L K T H E P L A N K V V
A T P A M E R U S A E R T B Q I N I A
C A T H G I E F O S E C E I P D N H D
C L R B O O T Y P G O D Y V R U C S O
U E C A R B N I A M E H T E C I L P S
B S E E L U A H L E E K T R Y O H B J
D E D R A O B E B O T E R A P E R P S

Answers on page 24.



At the Chicago AFL-CIO Convention is (back row l-r) MEBA Legal Rep. William Doyle, ILWU V.P. (mainland) Robert McEllrath, (front row l-r) CAPE's Blaine Meek, AFL-CIO Pres. John Sweeney, and ILWU Pres. James Spinosa.



MEBA was well represented at the WSLC Convention. Standing left to right are Gordon Baxter (WA MEBA lobbyist), Karol Kingery (Seattle Patrolman), Doug Phillips (MEBA WSF C/E), Mark Nitchman (MEBA WSF C/E), Dave Jameson (MEBA WSF Oiler), Marc Townsend (Portland Rep.), Wilson Johns (MEBA activist), Jennifer Novinger (MEBA POID Rep.), Jeff Duncan (newly elected MEBA WSF Rep.) and Bill Schweyen (MEBA WSF A/E). Sitting left to right are Jon Anderson (Seattle Branch Agent), Ron Davis (MEBA President), Ben Goldrich (Juneau Rep.) and Jim Anderson (San Francisco Rep.).

AFL-CIO ADJUSTS TO DEFECTIONS

President John Sweeney and his slate have been returned to office to helm the AFL-CIO for another four years. However, the landscape of the Federation has shifted dramatically after threatened defections by four of its largest unions came to pass.

At the AFL-CIO's recent Convention in Chicago, the 1.4 million member International Brotherhood of Teamsters and 1.8 million member Service Employees International Union (SEIU) announced their long-expected disaffiliation from the Federation. The 1.4 million member United Food and Commercial Workers (UFCW) withdrew from the Federation soon after and the 450,000 member UNITE HERE, who had boycotted the Convention, made their defection official in September. Those four unions, along with the Laborers, Carpenters & Farm Workers are part of the so-called "Change to Win" Coalition that advocates a different approach toward reversing declining union membership.

The Teamsters, SEIU, UFCW and UNITE HERE had accounted for almost \$30 million in dues for the AFL-CIO, which was budgeted \$126 million this year. They had represented 4 million of 13 million members under the AFL-CIO umbrella. Delegates approved a per capita dues increase to help offset some of the lost income.

Sweeney called the pull-out "a tragedy for working people...a divided movement hurts the hopes of working families for a better life." In his keynote address, he told attendees that he will overcome his disappointment about the situation and "do everything in my power to bring us back where we belong – and that's together."

The Convention also changed the leadership structure of the AFL-CIO, reducing the size of its Executive Council from 54 to 46 seats.

A National MEBA contingent of Delegates to the Convention was led by MEBA President Ron Davis and included MEBA Legal Rep. William Doyle, Organizing Director Robert Martin, the MEBA-affiliated CAPE's Blaine Meek and NFOPAPE President Dan Reynolds. ■

INDUSTRY JOINS FORCES AT MTD CONVENTION

The forces of maritime banded together this summer in a quadrennial conference to promote the industry's agenda. Days before the fireworks started at the AFL-CIO's annual convention in Chicago, the Maritime Trades Department, AFL-CIO (MTD) conducted productive two-day meetings with MEBA officials in attendance.

MTD is an AFL-CIO coalition of maritime-oriented unions and port councils. MEBA President Ron Davis serves on the MTD Executive Board. Our Executive V.P. Bud Jacque is a delegate as is Atlantic Coast V.P. Don Keefe and Gulf Coast V.P. John McCurdy. President Davis led the team representing the MEBA at the Convention which included V.P.s Jacque, Keefe, McCurdy and Secretary-Treasurer Cecil McIntyre. Both Pres. Davis and V.P. Jacque addressed attendees and gave reports from the podium.

AFL-CIO President John Sweeney as well as a series of high profile industry principals including Norwegian Cruise Lines President and CEO Colin Veitch and Military Sealift Command Chief of Staff Capt. Michael Seifert also spoke.

MEBA-contracted NCL operates two U.S.-flag cruise ships in the Hawaii trade (PRIDE OF ALOHA and the brand new PRIDE OF AMERICA) and plans to enter a third U.S.-flag passenger vessel into the market next year (PRIDE OF HAWAII). MEBA officers crew the vessels in all licensed positions. SIU represents the unlicensed crewmembers aboard the ship. Veitch noted that the ALOHA and AMERICA are the highest quality and most modern ships sailing the seven seas. One thousand union workers are employed on each of the vessels and even more jobs are being created shoreside in all the industries that support the cruise ships. NCL and the unions are "joined at the hip" he declared.

Capt. Michael Seifert, who stood in for MSC Commander Vice Adm. David Brewer (who was meeting with President Bush) stressed maritime's magnitude to our country's defense. "When you look at MSC you are looking at America's unions and they are an integral part of the national defense team," he said. "Because of you we don't lie awake at night worrying about whether the maintenance and repairs will get done, we know it's going to get done and get done right." Continuing his praise for the maritime unions he noted, "Every time the President of the United States tells Admiral Brewer 'job well done,' it is a tribute to all of you: Well done shipmates." MSC is the largest employer of U.S. mariners in the world -- over 7000.

Of note, MTD conducted an election of officers. The final tally revealed that all officers were reelected without opposition to new four year terms. MTD officials are and will continue to be Michael Sacco, President; Ernest Whelan, Vice President; and Frank Pecquex, Executive Secretary/Treasurer. All were sworn in immediately afterwards. On Day Two of the Convention, a string of resolutions were forwarded and adopted by the Delegates. Included were Resolutions concerning Dock Worker Safety; Dredging; Grass Roots Action; Retirement Security; Shipbuilding Industry; Towing Vessel Inspections; Trade; and Standing with Transportation Workers. ■

DAVIS ADDRESSES WASHINGTON STATE LABOR COUNCIL

A week after national pundits began to proclaim the demise of the "House of Labor" following the AFL-CIO Convention, MEBA Pres. Ron Davis revealed his markedly different view before the Washington State Labor Council. As lead speaker at the annual WSLC Convention, Pres. Davis weighed in on "Labor at a Crossroads" – the theme of the three-day affair.

The annual WSLC Convention is an opportunity for union officers, staff and rank-and-file delegates to hear from distinguished union and government leaders, attend informative workshops and develop relationships with other unions. A wealth of Washington State lawmakers showed up as Convention guests including Governor Christine Gregoire, U.S. Senator Maria Cantwell, and U.S. Representative Jay Inslee.

Davis led an impressive contingent of MEBA officials and rank and file members which proved beneficial with so many Washington State legislators in attendance. Seattle Branch Agent Jon Anderson introduced the MEBA President from the podium to an enthusiastic gathering.

"Now if you believe everything you read in the papers, you would think that the House of Labor was crumbling, and the American Labor Movement had ceased to exist as we know it," Davis noted. "And while there are many in America who wish that were the case, no amount of wishing will make it true. No matter what happens in the relationships between unions, we are all still united by our common desire to do what is best for our memberships, and for working families everywhere."

He pointed out that labor has succeeded through the years by virtue of its inclusiveness, democratic ideals and its solidarity – all of which still exist. "We learned long ago that if we stood separately, the corporate interests and the robber barons could swat us down like flies. And we learned that lesson the hard way – it was paid for in the sweat and blood of a thousand workers. And we must never allow anything to cause us to forget that solidarity is what gives us our power." Localizing his comments, he pointed out that such solidarity will be needed from pro-labor forces in the State as the unions representing workers in the Washington State Ferry system work to pass legislation updating our collective bargaining process. "We need a current WSF collective bargaining agreement, not more arbitrations and mediations!" He noted that MEBA stands shoulder to shoulder with the many unions that keep the ferries running smoothly in Washington as we do back in D.C. to help push through critical legislation benefiting the maritime industry. ■



MEBA Executive V.P. Bud Jacque spoke before the MTD Committee on Port Maritime Councils, a network of 24 councils in the U.S. and Canada, working on port modernization & dredging, preserving cabotage laws, and solidarity with other trade unions across the country.



At the WSLC Convention, MEBA's Seattle Branch Agent Jon Anderson (r) explains the importance of a MEBA resolution to WA State Secretary of Transportation Doug MacDonald. The resolution advocates a law change to help WSF workers in collective bargaining.



MEBA Pres. Davis addressed conferees during the MTD's quadrennial convention. Left to right are MTD V.P. Ernest Whelan, MEBA Pres. Davis, MTD Pres. Mike Sacco, MTD Executive Secretary/Treasurer Frank Pecquex and Illinois AFL-CIO Pres. Margaret Blackshere.



The CAPE VICTORY (as well as the CAPE VINCENT) are Keystone RRF ships that sheltered emergency equipment in Beaumont that was used after Hurricane Rita blew in.



The rampant looting made a bad situation worse.



The MEBA-crewed vessel THOMAS JEFFERSON was one of the many NOAA ships that helped stabilize the situation on the waterways following the hurricanes.

KATRINA & RITA:

MEMBERS AND RETIREES WITHSTAND 1-2 COMBO

MEBA SHIPS AIDING GULF COAST COMEBACK

Gulf Coast members and retirees are down but not out after two heavyweight hurricanes delivered a 1-2 wallop to the region. MEBA Brothers and Sisters have all been accounted for following the devastation but many are solemnly picking up the pieces of their lives from the wreckage wrought by Hurricanes Katrina and Rita. Weeks later, we are still hearing reports of members and retirees who have suffered the loss of their homes and property and many are continuing to search for missing friends and relatives. Our thoughts and prayers continue to be with the victims of Hurricanes Katrina and Rita.

STORM CENTER MEBA

As residents fled and Hurricane Katrina prepared to slam into the Gulf Coast, MEBA President Ron Davis and his Headquarters team issued a series of advisories to pass on words of warning and to apprise our people on the latest developments. Pres. Davis and Gulf Coast V.P. John McCurdy stayed in constant communication as the situation developed and agreed to designate the Houston Union Hall as HQ for the Gulf region. Branch Agent Lou Marciello kept a vigil at that hall, known as "Storm Center MEBA," and helped it serve as a communications checkpoint for our people caught in the storm.

With Hurricane Rita threatening, our Houston hall closed shop for a day or so, but was back in business two days later none the worse for wear and tear. The New Orleans Union hall similarly survived its bout with Hurricane Katrina. Branch Agent John McCurdy and Patrolman Moose Mallini reported that water levels never penetrated our space at 811 Carondelet Street. The hall also dodged the glancing blow received by Hurricane Rita. However, due to the deteriorated condition of the city and inadequacy of available water, the New Orleans hall will remain closed until the situation further stabilizes. MEBA operations normally conducted on Carondelet Street have been shifted to our Union hall in Houston.

CAPE K'S WEATHERED THE STORM IN NEW ORLEANS

MEBA officers helped save their ships as the Keystone-managed Ready Reserve Force vessels CAPE KNOX and CAPE KENNEDY weathered Hurricane Katrina from their berths at the Poland Street Wharf in New Orleans. Three tugs helped the vessels secure themselves at the pier and stayed on scene as the hurricane approached and conditions steadily worsened. In the early morning hours, the CHIOS BEAUTY, a bulkier tied up nearby, broke her moorings and was blown across the river before running aground. As the 145 mile per hour winds began to snap the mooring lines on the KNOX and KENNEDY and the ships began sliding down the pier, it appeared that the RRF vessels might be doomed to the same fate. One of the bollards the KNOX had tied up to was actually torn out of the dock by the raging weather.

A small force of officers and unlicensed mariners deployed on deck in driving rain and hurricane force winds to prevent the ship from breaking loose. For five hours, with the first three spent constantly tending the lines, they labored through intolerable conditions but managed to refasten the lines and stop the vessels from hurtling off toward their demise. Hours later, when the winds began to slacken off, they re-secured the ships for the night. The next day they were able to return to their original positions. Since then, the ships began to run low on food and supplies as well as water but they continued to make do with great ingenuity not uncommon to MEBA engineers and deck officers. MEBA commends the incredible bravery and cool under fire exhibited by our members aboard these vessels.

Soon after, the Cape K's were turned into shelters for Coast Guard personnel and emergency workers. The KENNEDY was tapped as the emergency headquarters for Port of New Orleans staff and port operations were directed from there in the early weeks. The KNOX was put into full operating status and sailed down the coast supporting oil spill response and recovery efforts.



Katrina's force drove this barge up on the levee across from Riverwalk on the Algiers side.

MPF(E) SHIP SHAKES OFF BLOW FROM KATRINA

The USNS 1ST LT HARRY L. MARTIN, an MSC Maritime Prepositioning Force (Enhanced) vessel, was slammed at the dock in Mobile, AL by Katrina. Crewmembers did what they could to contain the damage but the punishment inflicted by Mother Nature was enough to land the vessel in Mobile's Bender shipyard for minor repairs. During the wrath of Rita, the CAPE FLATTERY and CAPE FAREWELL, Patriot-managed RRF ships under the direction of the Maritime Administration, were also battered by ferocious winds but managed to survive the storm (in Orange, TX and Beaumont, TX respectively) reportedly without damage.

KEYSTONE TEXAS, ATLANTIC FOREST, CAPE FLORIDA HANG ON

The MEBA-crewed KEYSTONE TEXAS, operated by Keystone Shipping, endured Hurricane Katrina in Norco LA. Loaded with gasoline bound for Tampa, the ship's captain singled out the MEBA engineers as having performed exceptional work in helping the ship resist the storm. The Waterman LASH vessel ATLANTIC FOREST endured Hurricane Rita from Lake Charles, LA. The vessel and her crew braved excessive winds but escaped unscathed from their ordeal.

MEBA officers helped save the Patriot-managed CAPE FLORIDA, tied up in Orange, TX, as Hurricane Rita mercilessly pummeled the vessel. MEBA engineers aboard the ship and three tugs that stayed with the ship proved pivotal in keeping the vessel at bay.

MEBA BEAUMONT SHIPS SHELTER CITY'S EMERGENCY EQUIPMENT

Two of MEBA's Ready Reserve Force fleet vessels berthed in Beaumont, TX were used by the city to shelter valuable relief equipment used in the aftermath of Hurricane Rita. The Keystone-managed CAPE VINCENT and CAPE VICTORY were loaded up with emergency vehicles belonging to the Port of Beaumont, the City of Beaumont, and Jefferson County to keep them safe until the storm passed. A number of police dogs that needed a place to stay were also brought aboard. Both of these ships have been extremely active in support operations in the Middle East over the last two years. The Cape V's are crewed with MEBA officers on both engine and deck levels.

COMFORT DELIVERS A SHOT IN THE ARM; SUPPLY, ARCTIC SUPPORT RELIEF EFFORTS

A week and a half after Katrina struck, the Military Sealift Command hospital ship USNS COMFORT docked at Pier Gulf's Bayou Casotte Terminal in Pascagoula, Miss. to provide medical support and aid to victims. MEBA civilian mariners crew all of the MSC Auxiliary fleet vessels.

The COMFORT brought its unique capabilities for humanitarian relief missions, including helicopter lift capability, advanced medical equipment, a wide range of medical capabilities, berthing and personnel support, and logistical supply assets to support medical operations ashore.

The ship loaded more than 245,000 pounds of supplies, including more than 48,000 bottles of water prior to departure from Baltimore, Md. The 894-foot ship then stopped in Mayport, Fla. en route to the Gulf Coast to receive more than 300 medical and support personnel, to load an additional \$800,000 of medical supplies including pharmaceuticals, intravenous fluids and vaccines, and took on \$3 million in donated medical supplies. With the onset of Hurricane Rita, the COMFORT was awaiting orders to sail into the impact zone.

MEBA FUND FOR KATRINA-STRICKEN MEMBERS

MEBA President Ron Davis announced that the Union's District Executive Committee checked off on the formation of a Good & Welfare Fund that will assist our active and retired members who have been victimized by Hurricane Katrina.

The tax-free relief fund, set up as a non-profit organization, was formed just days after the Hurricane hit and has gathered well over \$60,000. The Union itself christened the fund with a substantial donation and members followed in kind.

In the meantime, keep those contributions coming! Checks can be made out to the "MEBA Good & Welfare Fund, Inc." and sent c/o Secretary-Treasurer Cecil McIntyre to 444 North Capitol Street, N.W., Suite 800, Washington D.C. 20001. The donations are tax-deductible—the EIN number is 20-3402158.

AFFECTED MEMBERS & RETIREES SHOULD UPDATE PLANS OFFICE WITH ADDRESS INFO

The MEBA Plans Office understands that many homes of members and retirees were affected by Hurricanes Katrina and Rita and that many may be in long-term, temporary quarters. If you are amongst these participants please contact the Member Services Department at the Plans Office to keep them informed of any address changes that may affect delivery of mail to you.

In light of the fact that many of these participants may not have access to the Marine Officer or Telex Times they ask that anyone in contact with them please pass this message along.



The Galleria, an office and shopping complex in New Orleans, fell victim to the Category 4 force of Katrina.



Crews aboard the CAPE KENNEDY (seen here) and CAPE KNOX performed heroically in saving their ship from the wrath of Katrina.



The MEBA-crewed WHEELER and other Army Corps dredge and survey ships helped clear shipping traffic in Gulf Coast waters following the hurricanes.

In addition, the USNS ARCTIC, which is based at Naval Station Earle, N.J., arrived in the Katrina-ravaged Gulf Coast two days after the disaster. The MSC Fast Combat Support ship, complete with MEBA officers in the engine room, was providing underway replenishment to the USS BATAAN Navy ship group sent into the region. USNS SUPPLY, another MEBA crewed Fast Combat Support ship, was also tapped for relief operations and sailed in support of her Naval group. Several State Academy training ships EMPIRE STATE, SIRIUS and STATE OF MAINE were also called into action to assist the relief efforts after Hurricane Katrina.

At press time, it appeared that the MEBA-crewed oiler USNS PATUXENT would be tapped for Rita relief but it still had not become clear what other MEBA-crewed vessels would be called upon to assist in the aftermath of Hurricane Rita.

MEBA NOAA VESSELS CLEAR KATRINA-RAVAGED WATERWAYS

The National Oceanic and Atmospheric Administration and her MEBA mariners played a key role in a major interagency effort to ensure that navigational areas affected by Hurricane Katrina were cleared of obstructions and debris.

MEBA crews the NOAA vessels, some of which were sent to the hurricane areas as part of Navigation Response Teams. The THOMAS JEFFERSON completed repairs to the Pascagoula tide gauge and conducted side scan survey work in the approaches to the Pascagoula ship channel. The NANCY FOSTER was sent on a mission to sample water, sediments, and fish/shrimp for evidence of toxic contamination and pathogens in the offshore waters affected by Katrina. It later sailed to Gulfport, MS. to assess the tide gauge locations. GORDON GUNTER provided food and shelter for crews and displaced NOAA employees, and assisted with cleanup and relief operations. The ship also provided communications support to the Navy and Coast Guard. The OREGON II provided berthing and relief for crew/family members and NOAA personnel, and assisted with cleanup and relief operations on a limited basis. The vessel had suffered a foot-long gash in its hull above the waterline and some scarring on the hull from banging against the pier during Hurricane Katrina.

ARMY CORPS VESSELS GIVE AID IN GULF

The largest seagoing hopper dredge in the United States served as a workhorse in the Gulf following the Katrina disaster. The WHEELER reportedly went into emergency mode acting as a communication station, feeding and berthing station for emergency personnel and conducted fuel transfers to emergency vehicles. The Hopper dredge STUYVESANT was relied upon in Mobile for survey and dredge operations and later worked the Lower Mississippi River. The Dredge McFARLAND was concentrating on the area near Venice, LA. The MEBA-crewed vessels are part of a fleet of dredges that are freeing up waterways and providing help whenever necessary.

N.O. REC TEMPORARILY OUT OF COMMISSION

Hurricane Katrina caused the Coast Guard's Regional Examination Center (REC) in New Orleans to close its doors as employees evacuated from the city. The crescent city REC is the largest in the country and regularly issues 20 percent of all mariners' credentials nationwide. The Center may be closed for a few more months. In the short-term, the Coast Guard plans to augment staff levels at surrounding RECs with New Orleans personnel.

Many mariners in the hurricane devastated area lost their credentials in the subsequent flooding. These mariners, as well as those seeking routine renewal of expiring credentials, need Coast Guard services before they can return to shipboard employment. In many cases, records that existed in REC New Orleans are being recovered through copies, identified through letters sent to applicants, or verified from information in centralized mariners' records. Mariners who had an application pending in New Orleans can contact another REC and provide that Center with copies of the documents submitted to the New Orleans REC along with any correspondence received in response to the application. More can be found on the web at www.uscg.mil/stcw/index.htm.

TRAINING SCHOOL TO HOUSE MEBA HURRICANE EVACUEES

The Trustees of the MEBA Training Plan have authorized the use of MEBA's training school facilities for short term, temporary housing for active and retired MEBA members (and their immediate families) who have had to evacuate their permanent homes because of Hurricanes Katrina and Rita. Space and duration are limited because of the ongoing academic activities and student load.

For further information and referral, evacuees should contact MEBA Headquarters at 1-877-282-6322, identify yourself as an active or retired MEBA member and ask for the person in charge of Hurricane Relief.

Coast Guard REC phone numbers follow: Anchorage (907) 271-6736; Baltimore (410) 962-5132/5147; Boston (617) 223-3040/41/42; Charleston (843) 720-3250 or (800) 826-1511; Guam (671) 339-2001; Honolulu (808) 522-8264; Houston (713) 948-3350/51; Juneau (907) 463-2458; San Pedro (310) 732-2080; Memphis (901) 544-3297 or (866) 777-2784; Miami (305) 536-6548/49/6874 or (800) 982-9374; New York (212) 668-7492/7864/4970/6395; Portland, Ore. (503) 240-9346; Oakland, Calif. (510) 637-1124; San Juan (787) 729-2376; Seattle (206) 220-7327; St. Louis (314) 539-3091.

SHIPPING CARDS: NEW ORLEANS MEMBERS CAN DEAL WITH HOUSTON

MEBA's Houston hall is in possession of the New Orleans registration records and they can subsequently confirm members' shipping card information should that member be without his or her carbon copy half of the card. Also, members wishing to transfer their card to another Union hall can rely upon the Houston hall to confirm their information should they be without their half of the shipping card.

SECOND JONES ACT WAIVER GRANTED FOR HURRICANE RELIEF

The Katrina disaster prompted President Bush to order a temporary lifting of the Jones Act to allow foreign-flag vessels to ship between U.S. ports for petroleum and refined petroleum products only. As you know, the Jones Act requires that vessels used to transport cargo and passengers between U.S. ports be owned by U.S. citizens, built in U.S. shipyards, and manned by U.S. citizen crews. The waiver took effect on September 1 and was lifted at 12:01 a.m. on September 19.

A SECOND AND BROADER WAIVER WAS THEN PUT IN PLACE FOLLOWING HURRICANE RITA FOR A ONE MONTH PERIOD.

Regrettably, these actions are symptoms of the erosion of the U.S. Merchant Marine. Together with the American Maritime Congress, MEBA canvassed our contracted companies and determined that there was in fact a legitimate lack of Jones Act vessels available to carry oil & gas in the Gulf during this time.

MEBA is working with other unions, the Maritime Trades Dept. and the Maritime Administration to help ensure this latest waiver remains temporary. In the meantime, we will continue to work with Congress towards achieving a more robust fleet so that this situation need not repeat itself.

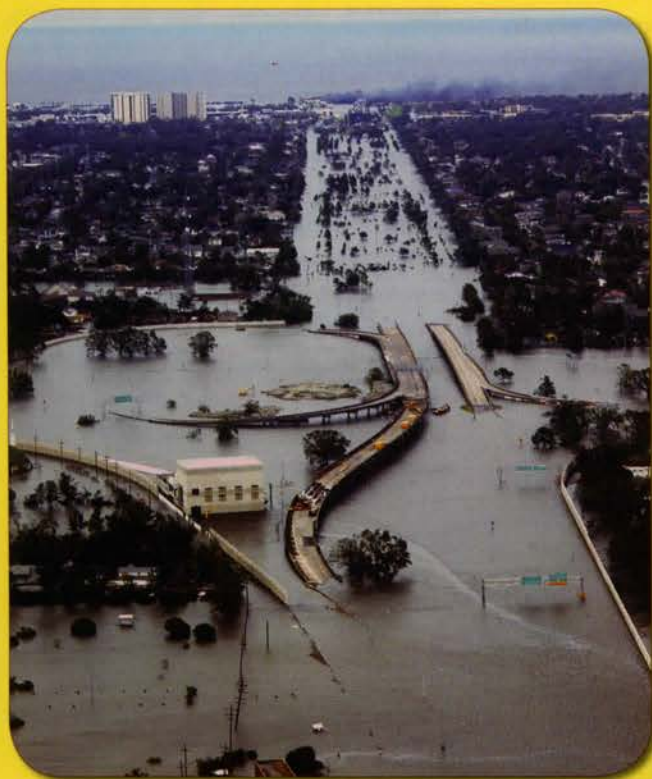


N.O. Patrolman Moose Mallini found the hall undamaged. Moose was not as lucky—Katrina destroyed his house and most of his earthly possessions. Many of our Gulf coast members and retirees are in similar straits.

VACATION/PORT RELIEF PAYMENTS

All Vacation and Port Relief Claims normally processed in New Orleans are now being processed in the Cleveland Office. Claims can be mailed directly to the Cleveland Office, turned in at any Plans outport office, or mailed to the Plan Office in Baltimore. Claims will be processed as quickly as possible, usually within 24 hours of receipt. The address of the Cleveland Office is:

MEBA Vacation Plan
101 Erieside Avenue
Room 202, Dock #30
Cleveland, OH 44114



MEBA HQ TOLL-FREE "HURRICANE HOTLINE" SET UP FOR EVACUEES

Headquarters has set up a toll free phone number for MEBA evacuees of Hurricanes Rita and Katrina. The number is 1-877-282-MEBA (6322). It was primarily set up to aid those displaced members and retirees who are in need of shelter but is also designed for other hurricane-related assistance. Members and retirees have been extremely generous in offering up their homes to MEBA Gulf area evacuees. We would like to offer our heartfelt gratitude to those people who have demonstrated the true spirit of unity and friendship (the "U&F" from the MEBA logo). Headquarters is updating that list and would appreciate if you give us a ring (using the toll-free hurricane hotline).

The situation in downtown New Orleans further highlighted the importance of maritime and shipping in relief operations. (Photo: CG Petty Officer 2nd Class Kyle Niemi)



APL TO REPLACE ASM AS SHIP OPERATOR; MEBA CONTRACTS REMAIN INTACT

MEBA President Ron Davis was recently advised by top management at American President Lines, Ltd. that APL will replace American Ship Management as the vessel operator of 11 ships when the new Maritime Security Program takes effect on October 1, 2006.

Since the beginning of the MSP in 1997, ASM has operated 11 U.S. flagships for the benefit of APL. APL will operate the ships through a new, wholly-owned subsidiary with a name as yet to be determined.

APL has signed an agreement with the MEBA that this new subsidiary will assume the MEBA deep sea and port engineers' contracts, and APL has itself accepted and agreed to abide by exclusive recognition and job preservation provisions contained in the collective bargaining agreements. The agreement was sent to MEBA Union halls and is available for review.

APL also assumes a recent agreement MEBA penned with American Ship Management covering MEBA Port Engineers. This new 10-year contract with wage and benefit increases was nailed down by a negotiating team led by Executive V.P. Bud Jacque that included San Francisco Patrolman Ed MacCormack and the assistance of rank and file Port Engineers. The contract was ratified by 100% of the engineers working under the agreement.

MEBA and ASM will continue their existing collective bargaining relationship with ASM's government subsidiary, Patriot Contract Services (PCS), as long as PCS continues to operate ships for the U.S. Government. President Davis stated that, "MEBA has long valued its excellent relationship with both APL and ASM/PCS, and will continue to work closely with both organizations and their officers

and staff. MEBA welcomes the new APL subsidiary and wishes continued success to PCS in its current and future government contracts."



MEBA's San Francisco Rep. Jim Anderson networking with Congresswoman Barbara Lee at her birthday party. Rep. Lee represents California's 9th District which includes the Bay area.

WAGE INCREASES SCORED FOR MEBA CIVMARS

MEBA civilian mariners sailing aboard Military Sealift Command Auxiliary and Special Mission ships will receive a 3.66% boost to their base pay, overtime, penalty and non-watch rates (except as required by Public Law 108-199 of 23 Jan., '04 & 5 USC 5348). The increase is retroactive to January 2005 for MEBA engineers sailing aboard those ships. MEBA is required to justify wage adjustments each year for our civilian mariners based on our commercial fleet contracts. MSC and the Department of Defense Civilian Personnel Management Service (DOD CPMS) approved the increases that were fought for by Atlantic Coast V.P. Don Keefe's team consisting of Government Fleets Rep. Randi Ciszewski and Contracts Officer Mark Gallagher.



Following August's Union hall meeting, Atlantic Coast V.P. Don Keefe presented new retiree Joseph Martucci, Jr. with a plaque in recognition of his years of dedicated and loyal service to the MEBA. Left to right are Joe Martucci, III (member - Joe's son), V.P. Keefe, Joe Martucci, Jr. (retiree), Lou Martucci (Joe's Brother), Richard Martucci (applicant - Joe's son).

PROSECUTIONS FOR OIL CARRIAGE VIOLATIONS CONTINUE UNABATED

Another ugly incident aboard a foreign-flag vessel leading to oil pollution violations is providing another reminder for American mariners to be overly cautious in their compliance to stringent rules and regulations governing oil carriage.

The U.S. Attorney for the Southern District of New York has announced that the Greek operators and Liberian owners of the M/T FAIR VOYAGER were convicted, following their guilty pleas to conspiracy, violating the Act to Prevent Pollution from Ships, making false statements to federal authorities, and obstruction of justice. All criminal counts tied into their dumping of waste oil and sludge on the high seas and making fraudulent entries in the ship's oil record book. The defendants also pleaded guilty to falsely reporting to the Coast Guard that the ship had been tested for the presence of explosive gasoline vapors prior to the ship's entry into port. The master and three other crewmembers also pleaded guilty to related violations.

The judge sentenced the corporate defendants to pay a fine of \$1,050,000 and to donate \$450,000 to the National Fish and Wildlife Foundation. The judge also imposed a four-year term of probation, during which time the defendants will be required to implement an environmental management system and compliance program under the supervision of a court-appointed monitor. The master and other crewmembers await sentencing.

In several editions of the *Telex Times* and *Marine Officer*, MEBA has provided alerts to members that the Coast Guard is exercising extreme vigilance over irregular procedure involving oily water separators aboard ship. That vigilance has translated into many ship detentions, prosecutions and subsequent fines. The following alert is reprinted for the benefit of our members:

OILY WATER SEPARATORS REMINDER

Please be advised that all MEBA members must immediately take extra special care to ensure that the oily water separator aboard your vessel is functioning correctly. If there is even the slightest doubt that your oily water separator is not functioning correctly then you must not run that piece of equipment. You must not allow any oily water to be pumped over the side. You need to pump all slops and bilges into holding tanks then to a shoreside facility. The Union will back you 100% if you feel that oily water should be pumped to a slop tank and then to a shoreside facility instead of through a questionable oily water separator. The U.S. Coast Guard is coming down very hard on vessel owners, operators and managers as well as the licensed engineers. It is better to be safe than sorry.



Aboard the Horizon Lines-managed MSC Oceanographic ship USNS SUMNER (Left to right) are Executive V.P. Bud Jacque, 3rd A/E (applicant) Paul Legge, 1st A/E J.B. Christensen, Honolulu Rep. Russell Rippetoe, C/E Mike Gowan and 2nd A/E Seth Lucas (Group II applicant). In the photo, Legge and Lucas are presenting contributions to MEBA's Political Action Fund. This was taken on Aug. 25th after a meeting to discuss contract issues and enforce standard protocol aboard ship.

WELDON AND SHAYS INTRODUCE SHORT SEA SHIPPING BILL IN HOUSE

The House of Representatives took the first steps to removing one of the major obstacles to the establishment of a viable Short Sea Shipping system in the U.S. On July 18th, Congressman Dave Weldon of Florida, along with Congressman Christopher Shays of Connecticut, introduced H.R. 3319, the

Short Sea Shipping Tax Exemption Act of 2005. The bill would exempt transshipped cargoes from the Harbor Maintenance Tax, which is paid on all cargo entering U.S. ports. Short Sea Shipping, which allows for the shipping of cargo from port to port, thus relieving congestion on our nation's highways and roads, is subject to this tax under current law. As a result, a container that is shipped from overseas into a U.S. port, and then from that port to another would be taxed multiple times. This has made it extremely difficult to make Short Sea Shipping financially viable. Congressman Weldon noted in his floor speech introducing the bill that, "for Short Sea Shipping/Blue Water Highway to become a reality, it will take more than the removal of the Harbor Maintenance Tax for the unique vessels needed for Short Sea Shipping...but this a good first step."

Congressman Weldon (R-FL) sits on the House Appropriations Committee, and Congressman Shays (R-CT) is a member of the House Financial Services, Government Reform and Homeland Security Committees. The bill now moves to the Ways and Means Committee for further consideration. MEBA has been and will continue working with Congress to develop a viable coastwise shipping system for America.



Representatives from the National Transportation Safety Board were impressed with our training school during a recent visit. From left to right are NTSB's Director of Marine Safety Dr. Jack Spencer, the school's Academic Manager Chuck Eser, School Director Joyce Matthews, NTSB Board member Debbie Hersman, the School's Deck Department Manager Scott Conway, NTSB Special Assistant Nancy Lewis and NTSB Assistant Director for Human Factors & Training Dr. Barry Strauch.

NEW LIBERTY CONTRACT IS RATIFIED

Members at the July membership meetings ratified a new five-year contract reached with Liberty Maritime Corp. covering the company's six U.S. flag tankers and bulk vessels. The new deal offers improved wages and benefits. This is the first MEBA agreement that will include a medical account for future retirees called the Future Retirees' Contribution Account (FRCA). In addition, it is the first commercial agreement that addresses the position of Vessel Security Officer. MEBA's negotiating team was headed up by Gulf Coast Vice President John McCurdy.



Baltimore Port Council Secretary/Treasurer Bob Pomerlane and MEBA's Baltimore Branch Agent Bill Van Loo at a recent area event.

MEBA NAILS DOWN PACT FOR ALASKA FAST FERRY

MEBA along with two other labor unions reached an accord with the State of Alaska governing operations of the Alaska Marine Highway system fast ferry M/V CHENEGA.

The contract provides for operation of the state's second fast-ferry in Prince William Sound during the summer with winter operations in Southeast Alaska. MEBA reached the deal while negotiating alongside of the Masters, Mates and Pilots and the Inlandboatmen's Union of the Pacific.

The contract calls for the CHENEGA to be operated by two crews seven days a week during the busy summer months, starting in May of 2006. The vessel will be operated by a single crew four days a week during the winter months between October and May, as well as for the remainder of the 2005 summer season. MEBA's Executive V.P. Bud Jacque's negotiating team was headed up by MEBA's Juneau Representative Ben Goldrich.



At the St. Louis Army Corps Change of Command Ceremony in honor of the retirement of Col. C. Kevin Williams, MEBA's Atlantic Coast V.P. Don Keefe and Govt. Fleets Rep. Randi Ciszewski presented him with a plaque. Col. Williams, who commanded the Corps' Central District, is seen here with his wife Debbie, Randi and V.P. Keefe.

ANWR OPENING MAY HAVE A CHANCE THIS FALL

Earlier in the summer, the President signed a massive energy bill after a House and Senate conference committee finished haggling over their dramatically different versions of the bill.

One provision that did not survive the conference was language that would have opened up the Arctic National Wildlife Refuge to oil drilling. MEBA has been a long-time supporter of opening ANWR which would help create job opportunities for our members. The House version of the bill contained such provisions but Senate strategists, hoping to avoid an expected filibuster if ANWR were included in the

legislation, decided to drop the ANWR language to ensure the bill would have the highest chance of passage.

Thus, the opening of ANWR to drilling actually becomes a true likelihood because of its earlier inclusion in the Congressional Budget Resolution that was passed by both House and Senate in late April. Congressional budget resolutions are used as a blueprint from which lawmakers will develop and pass their annual appropriations and tax bills. A budget reconciliation bill containing ANWR opening provisions will likely be forwarded this fall. Congressional rules state that reconciliation bills are not subject to Senate filibuster and can win passage with a simple majority. Past ANWR proposals have failed because of the threat of Senate filibuster. As of now, ANWR proponents believe they have the votes to make opening ANWR a reality.

The energy bill, as passed, touches on nearly every aspect of the energy industry -- many of which have implications for maritime, including Liquefied Natural Gas. The bill also provides tax incentives, research and development programs, and streamlined federal permitting that supporters say will dramatically reshape America's domestic energy industry. It also encourages energy conservation by extending daylight-savings time by an additional month. It awards final authority for the siting and approval of LNG import terminals to the Federal Energy Regulatory Commission, but also gives state agencies a significant voice in the approval process. It also mandates that FERC hold at least three public forums on LNG in areas where import terminals are being considered to open a dialogue between federal, state, and local officials, industry experts and the general public.



At a Crowd Control/Crisis Management course held recently at the Seattle Union hall are (l-r) Instructor of Compass courses Jim Cushman, Erik Persson, Ira Douglas, Seattle Branch Agent Jon Anderson, M. Woody, Peter Myers, Seattle Patrolman Karol Kingery, Steve Mahaffey (in back) Jim Fay and Neil Dipaola.

CONGRESS FINISHES WORK ON TRANSPORTATION BILL

Congress managed to iron out a compromise version of a new transportation bill that was subsequently signed into law by President Bush. "The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)" is the first comprehensive transportation bill in over seven years, replacing the 1998 Transportation Equity Act for the 21st Century.

It authorizes surface transportation, rail and other intermodal systems, including ferries, through 2009. MEBA, along with others in the maritime industry, successfully lobbied for a substantial increase in the Ferry Boat Discretionary Fund, which provides up to 80% of the cost of capital construction for new public ferry boats and ferry terminals across America. The bill nearly doubles the current authorization, from \$38 million in 2005, to \$69 million by FY 2009. Also included were yearly authorizations from 2006 to 2009 for a number of ferry systems important to MEBA, including \$2.5 million per year for the San Francisco Water Transit Authority, \$2.5 million per year for the Massachusetts Bay Transportation Authority Ferry System, \$1 million per year for the

Governor's Island New York Ferry system and \$1 million per year for the Staten Island Ferry system.

MEBA-MM&P REACH DEAL ON PASS-THROUGH PROGRAM

The MEBA District Executive Committee and Executive Board members of the Masters, Mates & Pilots finalized an agreement on extending a pass-through arrangement as it applies to the Pacific Class L-9 vessels that are operated by Marine Transport Lines for the benefit of CP Lykes.

The agreement extends the current pass-through but allows for up to 20 MEBA deck officers to be registered as a Class "C" in both the MEBA and MM&P Union Halls at any given time. For this purpose, a mate in the pass-through program will be issued a universal shipping card that must be handed over to the dispatcher in the Union Hall (either MEBA or MM&P) where the officer takes a job. Additionally, any MEBA pass-through members bidding on a Pacific Class L-9 vessel in an MM&P Union Hall will have Class "B" shipping status and will have priority over Class "B" MM&P deck officers bidding for such jobs, provided that the MEBA deck officer's card is older.

MEBA deck officers who are interested in the Pass-Through program should contact David Tubman at MEBA Headquarters. He can be reached at 202-638-5355 or by e-mail at dtubman@d1meba.org.

MEBA MEMBERS APPLYING CADET CREDIT TOWARD COLLEGE DEGREES

A special arrangement between the Calhoon MEBA Engineering School and Trenton, New Jersey's Thomas Edison College is allowing MEBA members to receive up to 46 college credits for Cadet courses through a portfolio process. Members have taken advantage of this opportunity for over a decade now and many have earned college degrees through the program.

Patrick Funk is the latest member to do so. A December 1976 graduate of MEBA's training school, he received his associate degree in both mechanical and civil engineering technology in 1988. He enrolled in the fully accredited Thomas Edison in June 2002 using his cadet credits which gave him a head start. Exactly three years later he took home his Bachelor's degree in Applied Science and Technology.

Patrick graduated with a Grade Point Average of 3.62 despite having balanced his studies with his full time job as Chief Engineer aboard the Maritime Administration Ready Reserve Force (RRF) vessels COMET and METEOR. "It was a tough haul fitting both work and studies in, Chief Funk noted, "but I'm proud of my accomplishment and wanted to share it with other Calhoon grads and MEBA members."

In addition to the Thomas Edison tie-in, arrangements have been made with ACE/CREDIT (American Council on Education) to help students apply for college credit with any college for nine MEBA School courses (non-Cadet).

Anyone who would like more information can contact Lisa McNeal at the School at (410) 822-9600 x322 or by e-mail at lmcneal@mebaschool.org (ACE/CREDIT material is included with the Thomas Edison package.)



Patrick Funk, Thomas Edison degree in hand, on the flying bridge of the MarAd RRF vessel SS METEOR with San Francisco in the background.

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*“ 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.”*

Finished with Engines

ALFRED E. BANKS, JR.

Alfred E. Banks, Jr. climbed the gangway to the great beyond on December 3, 2004. He was 81 years old. Brother Banks retired from the MEBA in 1988, having last sailed with Sea-Land Service. He spent his final days in Olympia, Washington.

CURT BEGLEY

Curt Begley sailed into safe harbor on December 1, 2004 at the age of 61. He joined the Union in 1985 and strung together over 15 years of pension credit before health reasons prompted his retirement. A Navy veteran, Curt sailed aboard the ferries of the Alaska Marine Highway System as Captain. Brother Begley was a resident of Winlock, WA and is survived by his wife Evelyn, brothers James, Richard and Jeffrey, son Curt III, daughter Rena Ferreira and many other friends and family.

ISHMAEL L. BLANKENSHIP

The boilers went cold for Ishmael L. Blankenship on December 16, 2004 at the age of 86. Brother Blankenship last went to sea in 1984 with Union Marine. He first wielded a set of calipers under MEBA blue and gold in 1946 and racked up over 30 years of pension credit. A resident of Maud, Oklahoma, Ishmael leaves behind his wife Shirley.

HERBERT M. BRAKE

Herbert Brake made his final crossing on December 11, 2004 at the age of 64. Known as Bart, he was part owner of MEBA-contracted Empire Harbor Marine and Port Terminal operating from the port of Albany. He thrived on being challenged, had a passion for the sea and loved spending time on Long Island Sound as well as the Hudson River and the Adirondack Mountains. He is survived by his wife of 45 years Betsy Brake, sons Christopher and Darrell grandchildren, Kendall and Darrell, brother Roger and several nieces and nephews.

MICHAEL BRO CZSKI

Michael Broczski reached his journey's end on December 2, 2004 at the age of 83. He suited up as a MEBA Brother as World War II raged and came to the aid of his country as a valued member of the Fourth Arm of Defense. After collecting 20 years of pension credit in a colorful shipping career, he came onto the beach for good and retired in 1965 to West Nyack, NY.

HERBERT S. BUSH

Herbert Bush sailed into the sunset on April 20, 2005 at the age of 76. Herbert put together an impressive career at sea from his first membership in 1951. In 34 years as a member, he netted 31 years of pension credit, a successful living and a slew of friends. He last went to sea under MEBA contract for Delta Steamship in 1984 before he filed for retirement and settled down to Metairie, LA. He was a member of Albert Pike Lodge F&AM, Peerless Lodge F&AM, Scottish Rite Consistory, the Shriners and AARP. Brother Bush is survived by his wife Bernadine.

CLAUD ROBERT CAVANAUGH

Bob Cavanaugh sailed into the next life on February 25, 2005 at the age of 85. Bob signed up with the Coast Guard in 1941 and served honorably for the next three years. He soon dedicated himself to the Merchant Marine and joined Matson Navigation in late 1944. In the late days of World War II he served on the LURLINE among many other ships, sailing in dangerous waters and supporting his country. Bob was a longtime Chief Engineer before his retirement in 1980. He also spent many years in the Naval Reserve and was buried in a military cemetery in California. Brother Cavanaugh is survived by his wife Meryl, four children and eight grandchildren.

JIMMIE D. CARROLL

Jimmie Carroll answered the last call on November 27, 2004 at the age of 84. His membership netted him 13 years of pension credit that served him well in his golden years following a 1972 retirement from the Union. He was a trial engineer, a relief engineer, an outside ship yard machinist first class and a first-class certified Navy welder. Brother Carroll was a longtime resident of Florence, MS and is survived by daughters Barbara Carroll, Martha Stevens and Beverly Hutson among many others.

HOOVER C. CHRISTIAN

Hoover Christian awoke to life immortal on March 29, 2005 at the age of 76. He first donned a blue and gold boiler suit in 1955 and racked up over 27 years of pension credit sailing for various shipping companies in a long and colorful career. Brother Christian's retirement for the Union became official in 1983 and he soon settled down to Decherd, TN. Among others, he is survived by his sister Peggy Gipson.

CHARLES CRAWFORD

Charles Crawford booked his final passage on November 13, 2004 at the age of 84. He was accepted into the ranks of the MEBA Brotherhood on the first day of 1964 and embarked on a lengthy shipping career that earned him over 21 years of pension credit. He last went to sea for Lykes Bros. SS in 1991 before retiring to Houston, TX. Brother Crawford is survived by his wife Jeareatha.

GEORGE W. DRESSER, JR.

George Dresser, Jr. cast off toward his eternal reward on January 18, 2005 at the age of 79. He made membership on the first day of 1946 and earned over 20 years of pension credit before hanging up his boiler suit in favor of retirement in 1989. He last went to sea for Lykes Brothers Steamship Co. Brother Dresser was a resident of Peekskill, NY and is survived by his son Charles. He joins his wife Margaret who died in 1989.

WILLIAM P. ELLIOTT

William Elliott ascended to a higher plane on December 26, 2004 at the age of 82. He first suited up in MEBA blue and gold in 1958 and served his Union proudly for almost thirty years as he racked up over 20 years of pension credit. He last put to sea in 1985 for Delta Steamship before his retirement to Covington, LA. Brother Elliott joins his wife Arleen who died in 1996.

LOUIS J. FREIRE

Louis Freire sailed into the sunset on November 24, 2004 at the age of 89. He began an amazing and colorful career with the Union in 1946 and racked up an impressive 33 years of pension credit during his sailing days. As late as 1980, Louis was working various night relief jobs before settling into his life as a retiree from his perch in Metairie, LA. Brother Freire is survived by his wife Rosemary.

ALAN R. GARLAND

Alan Garland made sail for the great unknown on January 16, 2005 at the age of 58. He suited up with the MEBA as a fresh faced SUNY cadet in 1969 and earned 12 years of pension credit sailing for various shipping companies including Sea-Land Service. Al joined up with the Military Sealift Command – Atlantic in 1986 serving as a Material Readiness Evaluation team leader, SMART team coordinator, and Engineering Services group supervisor. His friend and colleague Neil Lichtenstein noted that "we will miss Al for the knowledge, experience, humor and friendship that he shared with [our] community." Brother Garland is survived by his wife Kathy, son Lucas, mother Shirley, brothers Bruce and Phil and sister Carole.

ROYCE A. GUYTON

Royce Guyton crossed the final bar on November 25, 2004 at the age of 76. He began a long and prosperous MEBA career in 1952 and netted an astonishing 37 years of pension credit en route to his 1988 retirement. He last shipped out with Lykes Bros. in 1987 and settled down to Milano, TX to enjoy retired life. Brother Guyton is survived by his daughters Rene, Ruth and Rita among many others.

PAUL B. HALL

Paul Hall eased into eternity on November 13, 2004 at the age of 81. From his first membership in 1952, Paul strung together an outstanding seafaring career and earned a remarkable 33 years of pension credit. He last shipped out for Keystone in 1986, the year of his retirement. Brother Hall was a resident of Gilmer, TX.

KEITH B. HANSEN

Keith Hansen reached his final shore on January 22, 2005 at the age of 84. From the first day of 1945, he plied the waves as a full blooded MEBA member. He embarked on an illustrious seafaring career that netted him a whopping 29 years of pension credit. Brother Hansen last went to sea for U.S. Lines in 1981 before dropping anchor and settling down to Bristol, CT. He joins his wife Helen who died in 2000 and is survived by his daughter Carol.

CLYDE J. HEDRICK

Clyde Hedrick sailed toward safe haven on November 22, 2004 at the age of 57. A 25 year career with the Union enabled him to retire at the age of 50 in 1997 with almost 22 years of pension credit. Born in Washington D.C., he graduated from Anne Arundel High School and the Calhoon MEBA Engineering School in Baltimore, MD. He frequently sailed as a 1st A/E and last shipped out for Marine Personnel & Provisioning in 1996. In addition to his mother, he is survived by his brother Richard "Rick" Hedrick and a number of cousins.

GEORGE M. HUTTON

George Hutton embarked on his final passage on February 19, 2005 at the age of 65. He first turned a wrench as a member in 1962 and sailed off and on over the next 36 years. In 1984, after a final stint with Union, he came onto the beach for good and settled down to Houston, TX. Brother Hutton is survived by his wife Marlene, son George and daughter Kimberly.

JOHN J. IVANAUSKAS

John Ivanauskas made his farewell on February 21, 2005 at the age of 87. His lengthy seafaring career involved service in World War II, Korea and Vietnam on behalf of Union and country. He picked up 30 years of pension credit during that time, took one last sailing job in 1974 with Calmar Steamship then subsequently filed for retirement. Brother Ivanauskas called Bel Air, MD his home and is survived by sons Robert and Lawrence, daughter Joan Marie Bryant, 3 grandchildren and 2 great grandchildren. He joins his wife Cecelia who died in 2003.

FLOYD JONES

Floyd Jones made sail toward his final rest on March 24, 2005 at the age of 76. His relationship with the Union began in 1946 and persisted until 1993 when he changed his status to pensioner. Brother Jones made his home in Virginia Beach, VA and is survived by his wife Mary.

DANIEL W. KEATING

Daniel Keating crossed the great divide on March 11, 2005 at the age of 76. He first suited up with the Union in 1960 and worked for various shipping companies over the years collecting over 22 years of pension credit in just 23 years. He last served as a Port Engineer with Sea-Land before filing for retirement in early 1983. Brother Keating was a resident of Walpole, ME and is survived by wife Maureen, son Daniel, Jr. and daughter Anne Keating.

MELANIO F. LUZURIAGA

Melanio Luzuriaga reached his final shore on March 16, 2005 at the age of 84. From 1944 through 1980, Brother Luzuriaga plied the waves and aided his country's call into battle in World War II, Korea and Vietnam. He wrapped up a colorful career with 34 years of pension credit after a final stint with Sea-Land Service in 1980. He was a resident of Westminster, MD and is survived by his wife Elisa.

DAVID J. LYTLE

The Creator rang down 'finished with engines' for David Lytle on June 21, 2005 at the age of 86. His seagoing career began in 1937 before entering the ninth class at Fort Trumble Maritime School and graduating in July 1943. During his service in World War II, he survived several bombings, torpedoings and plane attacks. He was in the Calcutta hospital as the Japanese attacked India. On his return voyage in an old Luckenbach ship, they sailed so far south from the Indian Ocean to avoid subs that they saw icebergs. After a decade sailing ferries, he began to work fulltime with MEBA Local 33 where his father, George Lytle, had been a member and Trustee for many years. His duties ranged from organizing engineers on all kinds of inland harbor craft, to negotiating contracts with operators of various inland harbor vessels and settling contract grievances. From New York, he got his last shipping job as a 1st A/E aboard a Liberty ship that sailed from Norfolk, VA. He and his crew carried coal to Brazil then transported maize to Rosario, Argentina. In Buenos Aires, when they topped off their cargo they were so deeply loaded that the auxiliary circulator started to suck up mud. From there they sailed to Bombay, India stopping at Lorenzo Marques, East Africa for fuel and water. The maize was discharged in Bombay before the ship sailed to Bahrain and loaded up gasoline bound for China. That cargo was unloaded

in Tsingtao and Shanghai. From there they sailed in ballast for Melbourne and Wallaroo, Australia, took on a load of barley and steamed toward Antwerp, Belgium. Finally, after unloading they headed back to New York. Following that trip, Dave noted that the farthest he would travel from then on would be from Hoboken to New York. At that point, in 1968 he filed for retirement with 25 years of pension credit. He leaves behind his wife Jeanette, three stepchildren and two grandchildren.

JAMES W. MEEKER

James Meeker sailed into the sweet hereafter on February 25, 2005 at the age of 58. He was still an active member having first suited up as a member in 1967. A resident of Pasco, WA, Brother Meeker is survived by children Brian, Dionne and Scott as well as many other family and friends.

MICHAEL J. PAGLIANGO

Michael Pagliango eased into the firmament on December 20, 2004 at the age of 84.

He first climbed the gangway as an MEBA member in 1980 and collected over 6 years of pension credit over the next decade last serving as a Port Engineer for Puerto Rico Marine. Brother Pagliango was a resident of Springfield, NJ.

ALBERT PARENTE

Albert Parente reached the end of the line on February 10, 2005 at the age of 86. He was a member of the Brotherhood of Marine Officers since 1936 (the BMO pension plan merged into the MEBA Pension Trust in late 1981). Brother Parente retired in December 1981 with 35 years of pension credit under his belt. A resident of Ramsey, NJ, he is survived by his wife Marilyn.

RUDOLF K. PEKSENS

Rudolf Peksens sailed into the next life on January 31, 2005 at the age 90. He was associated with the Brotherhood of Marine Officers (BMO) and accrued over 32 years of pension credit during a long and colorful career. In 1977, he put away his sea bag and came onto the beach for good. Brother Peksens was a resident of Westwood, MA and joins his wife Elizabeth who died in 1991. He is survived by his son Rudolf and grandson Rudolf, Jr.

LESSLEY R. PERKINS

Lessley Perkins steamed into the hereafter on January 30, 2005 at the age of 83. His membership began in the waning days of World War II and a colorful career continued until 1985 when he filed for retirement. Brother Perkins last shipped out with Lykes Bros. Steamship in 1985 wrapping up 22 years of pension credit. He was a resident of Arlington, WA.

GERALD B. PETERSON

Gerald Peterson stood his final watch on December 5, 2004 at the age of 79. He first went to sea under the blue and gold banner of the MEBA in 1952 collecting 29 years of pension credit en route to a 1984 retirement. After a final job with Overseas Bulk tank, Brother Peterson put away his wrenches and settled down to Rapid River, MI.

JAMES A. PHILLIPS

James Phillips sailed off toward his final port call on January 18, 2005 at the age of 81. He suited up in an MEBA boiler suit as a member during the dark days of World War II, and he and thousands of members of the Fourth Arm of Defense ensured allied victory with invaluable contributions. Brother Phillips continued his seafaring career through Korea and Vietnam and picked up 29 years of pension credit before putting away his calipers for good in 1983. He last shipped out for Lykes Bros. Steamship in 1983. He was a resident of Corbett, OR and is survived by his wife Sherry.

IVER RUNDGREN

Iver Rundgren shipped off toward his final destination on December 1, 2004 at the age of 76. Iver had a long and fascinating career at sea that helped serve as inspiration in his capacity as an artist and lover of the arts. He collected over 26 years of pension credit and last sailed under MEBA contract with Margate Shipping in 1978, before he put away his sea bag and came onto the beach for good. Brother Rundgren was a resident of Rockport, MA and joins his wife Barbara who died in 1999.

ROGER E. STAATS

Roger Staats steamed into the sunset on April 16, 2004 at the age of 76. Roger began his seafaring career at the age of 16 and soon made membership with the MEBA in 1953. He sailed with a variety of shipping companies including Alaska Steamship Company, American Mail Line, Black Ball Freight Lines, the Washington State Ferry System and Kimbrell and Lawrence on his favorite ship the WESTERN PIONEER. He retired in 1985 after sailing as Chief Engineer aboard the TUSTAMENA in the Alaska Marine Highway System. When he wasn't sailing he was a stationary engineer in Seattle and also taught marine engineering at Seattle Community College. Brother Staats is survived by many friends and family including his wife Darlene.

WILLIAM D. STIMSON

William Stimson pushed off toward his final frontier on November 11, 2004 at the age of 85. He had a hardworking, noteworthy career that included extensive service for Union and country during World War II and Korea. He sailed under the MEBA banner until 1961 earning 20 years of pension credit in the process. A resident of Fairhope, AL, Brother Stimson is survived by his wife Alice and daughter Katherine.

HELP REMEMBER OUR FALLEN BROTHERS AND SISTERS

The *Marine Officer* presents "The Final Voyage" section as a service to the living and as a tribute to those members who have "sailed into the sunset."

The information in these obituaries hails from the MEBA Benefit Plans Office which maintains a database for the purpose of administering union benefits. Unfortunately, that information paints a sparsely detailed picture and falls short of capturing the colorful and vibrant lives they led.

We want to encourage those who knew the deceased to help supplement our information with details, photos and even some anecdotes about departed members from their MEBA careers. An obituary from a local newspaper can also provide great assistance as we acknowledge the passing of our fallen brothers and sisters.

Those who have become aware of the death of a MEBA comrade can help us provide a suitable tribute in the *Marine Officer* by contacting the Editor at (202) 624-1668. Photos and additional information can be mailed to **Marine Officer, 444 North Capitol St., N.W., Suite 800, Washington D.C. 20001** or e-mailed to editor@dlmeba.org

DHS COURT RULING IN FAVOR OF UNIONS COULD BENEFIT CIVMARS

On August 13, in a ruling that could eventually benefit MEBA civilian mariners and other employees of the Department of Defense, a federal court struck down the labor-management relations portion of the new personnel rules adopted by the Department of Homeland Security. In her court opinion on the case, Judge Rosemary M. Collyer of the Federal District Court for the District of Columbia, stated that the DHS rules did not "ensure collective bargaining," which was a requirement in the authorizing language for the department.

This was a big win for a number of unions, most notably the American Federation of Government Employees and the National Treasury Employees Union, which represent 60,000 career employees of DHS. The issue of collective bargaining and workers' rights was a big one during the debate over the creation of the Department of Homeland Security, and this new personnel system was considered by many to be the prototype for the future of federal labor relations.

The ruling is very important for MEBA, as the DHS regulations were used as the template for the National Security Personnel System (NSPS) that the DoD has developed, and the NSPS authorizing law has similar language to that included in the DHS authorization. NSPS would do away with the civil service system and replace it with a new, one-size-fits-all system designed primarily for the 700,000 white collar and blue collar, non-military personnel within the DoD.

Critics of NSPS fear that lumping civilian mariners into these rules would prove to be a huge disruption to the system that has proven itself time and time again for the seamless carriage of military sealift cargo. MEBA has been working with the other maritime unions, the DoD, Congress and the Administration to ensure that any changes to DoD's personnel policies do not adversely affect our members and the sealift capability of the United States.

MAERSK COMPLETES PURCHASE OF P&O

A.P. Moeller-Maersk A/S has completed their acquisition of Royal P&O Nedlloyd N.V. All conditions to the offer have been fulfilled and payment for the tendered shares was made earlier this week.

As part of the arrangement, P&O Nedlloyd will give notice of withdrawal to specified consortia and conferences shortly. Until February 2006 P&O Nedlloyd and Maersk Sealand will continue to operate as separate shipping lines. This is to offer customers stability of network and services throughout the coming peak season, to keep services and network intact throughout this year, and to honor P&O Nedlloyd's commitments to various conferences and consortia. The move is projected to boost A.P. Moeller's empire to include nearly 70,000 employees, 550 vessels and control over 17% of the global shipping market. Reports indicated that the purchase outfits Moeller-Maersk with more than twice the capacity of its next-biggest competitor.

After February 2006, Maersk Sealand and P&O Nedlloyd will be branded under the new name of Maersk Line. Maersk Logistics and P&O Nedlloyd Logistics will be integrated under the brand name of Maersk Logistics. The full integration will be completed in stages and is expected to be completed by the end of 2006.



The MEBA presented the USNS COMFORT with a plaque for the hospital ship's refurbished lounge. Left to right are Baltimore Branch Agent Bill Van Loo, 3rd A/E Bruce Park (kneeling), C/E Matt Clark, Atlantic Coast V.P. Don Keefe, Govt. Fleets Rep. Randi Ciszewski and MEBA Training School Instructor Brian McArdle.

NEW SHUTTLE SERVICE BETWEEN BWI AND EASTON AIRPORTS

BayRunner Shuttle has begun daily scheduled service between BWI Airport and Easton Airport. The service provides five daily departures in each direction, with seven departures scheduled on Thursdays and Fridays. One way fare is \$25.00, and round trip fare is \$47.00. (Transportation between Easton Airport and the MEBA School can be arranged with a local taxi service at an additional cost.) Reservations are required – for more information, please call BayRunner Shuttle at (410) 822-5444 or visit them online at <http://www.bayrunners.com>.

The BayRunner Shuttle is in no way affiliated with the School, and they do not offer any guarantee or endorsement of the service. However, the MEBA School hopes to work closely with the shuttle to provide members with reasonably priced transportation if the feedback is positive. Please feel free to share your opinions with those at our training school by contacting receptionist Laurie Swaine at (410) 822-9600, ext. 200.

DUES SHIRKERS WILL BE DROPPED

Any member or applicant two or more years in arrears on their dues and/or service charges will be put under review by the District Investigative Committee and likely dropped from the membership or applicant rolls. If you are in arrears and desire to retain your membership or applicant status, you must contact Headquarters immediately to make payment on your arrearage to return to good standing.

MEBA SCHOOL HOSTS 2005 TRANSAS USERS CONFERENCE

From June 28th to the 30th, MEBA's Training School in Easton, MD hosted more than 140 representatives from 25 countries at the first TRANSAS Users Conference. TRANSAS is the supplier of the school's new Ship's Bridge Training (SBT) and LNG cargo handling simulation systems. TRANSAS was eager to showcase the SBT to its current and future customers because the MEBA School's system is the largest and most sophisticated project in the company's 15-year history, and is considered by industry experts to represent the current state-of-the-art.

Aside from the interesting program of presentations on maritime training, TRANSAS organized a series of informal social gatherings to facilitate networking and collaborative discussions among the Users. George Toma, the President of TRANSAS USA, said that the MEBA School was the perfect venue for this conference; citing that the Users were in disbelief when they observed the scope of MEBA training and the quality of supporting equipment, personnel, and accommodations. The School had only a few classes running during the Users' Conference, but members attending the School during the week enjoyed the interaction with the international maritime educators.

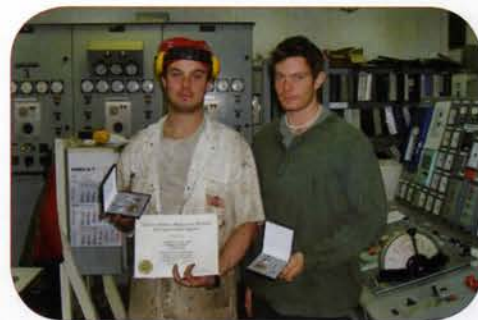
MARAD NORFOLK RECOGNIZES OIF SERVICE OF CAPE "R's"

Mariners aboard the Cape "R" ships in Portsmouth, VA, including MEBA deck and engine officers, were singled out for appreciation for their roles in assisting Operation Iraqi Freedom (OIF). The vessels are managed by MEBA-contracted Keystone shipping. The Maritime Administration's Norfolk, VA office, led by Region Director Nuns Jains, presented special plaques to the crews of the CAPE RISE, CAPE RACE and CAPE RAY at a maritime day ceremony in Hampton Roads, VA. The three vessels, part of MarAd's Ready Reserve Force, made numerous missions to the Persian Gulf in support of OIF.

The plaques were awarded along with Merchant Marine Expeditionary Medals that were handed out to mariners participating in OIF who had not previously received this special honor. MarAd has made a practice of awarding these medals to mariners upon their first OIF voyages and presents stars to pin on the ribbon for completing additional OIF missions.

OIF MARINERS CAN CONTACT MARAD TO RECEIVE OIF MEDALS/STARS

MEBA officers who have yet to receive their medals or stars relating to OIF (or Operation Enduring Freedom) service can contact MarAd's Office of Sealift Support to expedite the process. They can verify your information and arrange for you to receive your items of recognition. Typically they require the name of the vessel, the dates of service, and a copy of the certificate of discharge. MarAd's Patricia Thomas is the contact person. The mailing address is: Office of Sealift support, Maritime Administration, Room 7304, MAR 630, ATTN: Patricia Thomas - Awards; Department of Transportation, Washington D.C. 20590. She can be contacted at (202) 366-2323 for related questions or e-mailed at patricia.thomas@marad.dot.gov.



1st A/E Joe Martucci and 3rd A/E Doug Blake get their MarAd Merchant Marine Expeditionary Medals in Baltimore after returning from Iraq.

FEDS SLAP AMO BOSSES WITH RACKETEERING CHARGES

Federal prosecutors have slapped officials at the American Maritime Officers with labor racketeering charges formalizing accusations that the union bosses committed election fraud, stole from their union and falsified records among other things.

After a long investigation, Michael and Robert McKay, AMO President and Secretary-Treasurer, are facing a 13 count indictment handed down by a Miami, FL grand jury. Two others, Phillip Ciccarella, a former employee of the AMO Benefit Plans, and James Lynch, an employee of the AMO Union were also charged.

According to the racketeering conspiracy charged in the indictment, the McKay Brothers conspired to rig AMO Union elections in 1993 and 1996, and AMO Union constitutional referendums in 1995 and 1999, by stuffing the ballot box and stealing and destroying ballots cast for their opponents and against the referendums that they supported. The indictment charges the defendants with conspiring to embezzle money from the AMO Benefit Plans to pay for hockey tickets, cigars, commemorative china, and personal boat repairs. The indictment also charges that the defendants conspired to embezzle money from the AMO Benefit Plans by approving free housing and room stays for themselves, their family members and guests, and other AMO Union

employees and officials, in houses and rooms leased by the AMO Benefit Plans at the AMO union complex in Dania Beach, Florida. The indictment further charges the defendants with conspiring to embezzle AMO Union and Benefit Plans funds by paying cash and bonuses to reimburse AMO Union and Benefit Plans officials and employees for political campaign contributions made to local and federal candidates designated by Michael McKay. Defendants Michael and Robert McKay, and James Lynch are also charged with conspiring to embezzle money from the AMO Union and Benefit Plans by submitting fraudulent expense vouchers.

The McKay Brothers pleaded "not guilty" in front of a Federal judge and were released on a \$500,000 bond.

25TH ANNIVERSARY CALHOON GRADS SOUGHT FOR VEGAS SHINDIG

MEBA retiree Mark Engberg and other members of Group 70A are seeking other Calhoon MEBA Engineering School members and retirees who graduated

from the facility at the old Light Street location in February 1981. With their 25 year anniversary rapidly approaching, a core group of classmates are hoping to put together a reunion, which could possibly take the form of a 3-day weekend in Las Vegas some time in February.



Capt. Mik Beattie (l) aboard the Golden Gate ferry MENDOCINO with MEBA's San Francisco Rep. Jim Anderson. Mendicino. Mik formerly served as director of boating and waterways for the State of California.

They also point out that graduates from Groups 69A and 71A would be more than welcome to join since there "was a lot of overlap with the class members."

Anyone interested can contact Mark Engberg, e-mail: mengberg@comcast.net; Phone: (410) 546-1087 (H) and 1-800-465-7042 (W).

Meeting Schedule

Port	September	October	November
Baltimore	Tues. 6	Tues. 4	Tues. 8
Boston	Tues. 6	Mon. 3	Mon. 7
Calhoon School	Closed	Closed	Wed. 9
Charleston	Wed. 7	Wed. 5	Wed. 9
Honolulu	Fri. 9	Fri. 7	Fri. 9
Houston	Tues. 6	Tues. 4	Tues. 8
Jacksonville	Tues. 6	Tues. 4	Tues. 8
Los Angeles	Thurs. 8	Thurs. 6	Thurs. 8
New Orleans	Closed	Closed	Wed. 9
New York	Thurs. 8	Thurs. 6	Thurs. 8
Norfolk	Thurs. 8	Thurs. 6	Thurs. 8
Portland	Wed. 7	Wed. 5	Wed. 9
San Francisco	Tues. 6	Tues. 4	Tues. 8
Seattle	Tues. 6	Mon. 3	Mon. 7
Tampa	Thurs. 8	Thurs. 6	Thurs. 8



TURN BACK THE CHRONOMETER!



Herewith we show a photo of M. E. B. A. No. 10 of Charleston, S. C. Note the service flag, showing members of this Association who have entered the service of our Government during the war with the Imperial German government.



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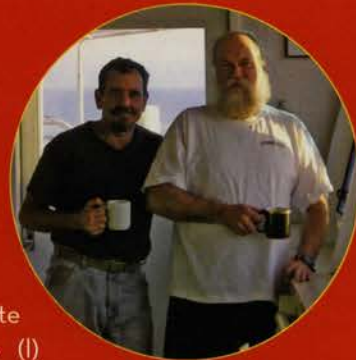
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* The New Orleans Union hall is closed until further notice due to Hurricane Katrina.

FACES AROUND THE FLEET



Left: Another slew of MEBA officers who earned medals overseas while supporting Operation Iraqi Freedom. Left to right are 3rd A/E Mike Polakow, C/E Steve Smith, 2nd A/E Jason Harrington, 3rd A/E Chris Vanderverter and 1st A/E Jerry Murphy.



Right: Second Mate Jack Menendez (l) and Chief Engineer Ed Tesson on the bridge of the M/V LIBERTY GRACE in Djibouti after a long night of discharging grain.



Above: 2nd A/E Lidia Pollard and 1st A/E Brent Hayworth aboard the Marine Transport Lines-managed Ready Reserve Force vessel M/V CAPE DECISION in Charleston, S.C. They are doing a complete overhaul of the ship's outboard fuel oil purifier.



Above: The engineering crew aboard the Alaska Tanker Company-managed ALASKAN EXPLORER. Left to right are 1st A/E Pat Ashley, 3rd A/E Justin Thone, C/E Henry Mitchell and 2nd A/E Rob Sasso.



Above: MEBA members aboard the M/V CAPE MAY dipping the colors in salute to the USS COLE which was departing Delaware Bay after a Philadelphia port call. The CAPE MAY is one of the ferries in the Cape May-Lewes ferry system that runs between New Jersey and Delaware. Members in the photo include Able Seaman Gayle Carter, Able Seaman Mike Sherno (photographer), Able Seaman Mike Sherno, Jr. (Sgt. U.S. Army Nat. Guard, NJ - a veteran of the current war in Iraq) and Pilot Richard Cash.