MARINE OFFICER

APRIL–JUNE 2005

Marine Engineers' Beneficial Association (AFL-CIO)



Triple Threat!

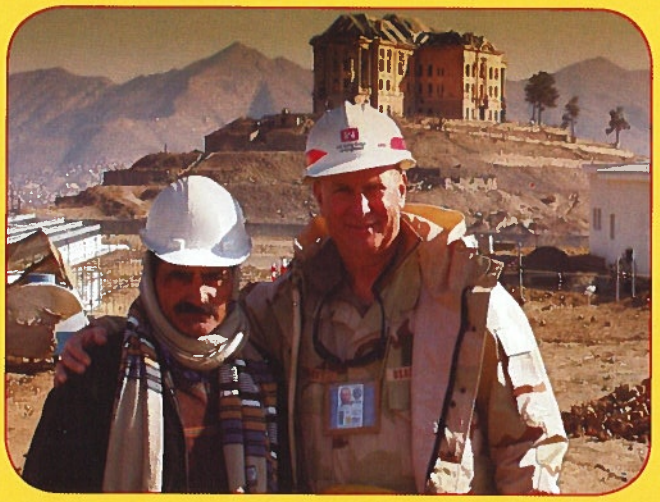
MSC Prepo Trio Reinforced with MEBA Deck & Engine Officers

MEBA 130TH ANNIVERSARY 1875-2005

Faces Around the Fleet



Left: The engine gang on the SEA-LAND QUALITY. Left to right (top row) are MEBA engineers C/E Reed V. Maloney, 3rd A/E Michael Thomsen and 2nd A/E Gerald Danneker. On the bottom row are (l-r) Kings Point cadet Eric Cramer and Relief 1st Stu Negoescu.



Above: On a six-month deployment to Afghanistan as a Quality Control Inspector, MEBA Chief Engineer Edward Quirk (r) has been working just outside of Kabul City in Darualaman. He has been supervising the construction of an Afghan National Army Garrison which will barrack 4,000 soldiers when completed. Chief Quirk noted that he is "overwhelmed at the friendliness of the Afghan people. They are a pleasure to work with."



Left: In a sign of our Union's democracy, an elected rank and file Financial Review Committee spent three days in April reviewing MEBA finances. Rep. Chet Edwards' (D-TX-17) visit to Headquarters coincided with the FRC's work. Rep. Edwards talked to the members about LNG, port security and working together with the MEBA to strengthen the Merchant Marine. Here, a Texas-based member Marshall Townsend hands Rep. Edwards a check, drawn from our Political Action Fund, to support this maritime friendly politician. Left to right are Scott Payne (FRC-S.F.), Bill Boyce (FRC Chairman-Seattle), MEBA Pres. Ron Davis, Marshall Prescott (FRC-Houston), Rep. Chet Edwards, Dominic Walsh (FRC-Baltimore), Charles Feist (FRC-New Orleans) and Jay Pillard (FRC-New York).

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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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Message
from the President
Ron Davis



MEBA's Past, Present, and Future

This year marks the 130th anniversary of our Union. Like any special birthday or anniversary, the marking of this event prompts a time for reflection and an evaluation of where we've been, where we are, and where we're going as a Union.

We recently completed our 108th National Convention which is a direct tie to our past. A lot of business took place there and I hope you take the time to look through this issue of the Marine Officer for the many resolutions passed by the delegates.

The April Trustees meeting presented another opportunity to build on the past. As recently as ten years ago, no one would have realized how rising medical costs would affect the Union and our benefits. Because of successful collective bargaining of an increased medical rate by your Union officials and good management by Trustees, our members, retirees, and their dependants continue to enjoy some of the best medical coverage in America. However, escalating medical costs nationwide have jeopardized these benefits. At the meeting, we decided that a change in the PPO and Rx service providers would allow us to reduce medical plan costs without changing benefit levels. Subject to final contract negotiations with providers, the medical plan will participate in the Carefirst-Blue Cross/Blue Shield PPO and the Systemed Prescription Drug Program. Both are nationwide organizations and have networks that are larger than those available through our current PPO and prescription program. These changes are expected to take effect in the fall and should save the medical plan approximately two million dollars a year. However, more changes may be necessary down the road.

One thing I've come to realize is that 2005 is quickly becoming a transitional year. We operate in an industry that is continuously in flux, and we've already experienced a number of changes this year. While a court battle continues over who will operate the LMSRs, MEBA members are currently forced to depart these ships that we have proudly crewed since 1999. It depends on the decision of the court whether our members continue to leave these ships or are sent back up the gangway. Our officers worked hard to iron out the many kinks in these vessels to make them serviceable and reliable. Our members got the job done and for that they deserve our thanks and praise. I am hopeful that the court issues a favorable ruling. But, even if MEBA is removed from these ships we are increasing our job base with the recent addition of many new billets aboard a variety of new vessels.

Recently, we broadened our reach in the Government fleet with two new contracts that will boost our role in keeping our fighting forces supplied overseas. The Military Sealift Command (MSC) awarded a $139 million contract to Keystone for the operation and maintenance of three Maritime Prepositioning (MPF(E)) ships. These massive roll-on/roll-off cargo ships preposition U.S. Marine Corps supplies and equipment at sea around the world.

Keystone is also the apparent winner of another operating contract for four transport tankers purchased by MSC. These T-5, Champion-class tankers have double hulls and are ice-strengthened for protection in colder climates. The vessels transport fuel for the Defense Department and embark on many unique missions. The Government estimates a turnover for the first of these four ships as soon as June 2005.

Also in June, the NCL PRIDE OF AMERICA will make its maiden voyage across the Atlantic for an inauguration ceremony in New York City. NCL's entrance into the U.S. flag cruise service is a monumental achievement for the entire maritime industry. Our members have been in the Bremerhaven, Germany shipyard for months getting the vessel up and running. And in Hawaii, MEBA mates and engineers are approaching completion of their first year of operation aboard the PRIDE OF ALOHA. Each of these cruise ships has a complement of over thirty MEBA officers who are proving every day that a U.S. cruise ship can be a resounding success. This is a great achievement for America and MEBA.

It is important to note that all three of these new contracts call for deck officers as well as engineering officers. Our Union is expanding for the better and we are increasing opportunities for all members, especially for deck officers who traditionally have had limited opportunities. And, with the new Bridge Simulator at our training facility, MEBA mates have the tools to meet the challenges of the future and grasp the opportunities that lie ahead.

Despite all these new ships, we won't be resting on our laurels. There are several emerging areas of maritime that offer great prospects for the membership. One of these areas is the Liquefied Natural Gas industry. Though MEBA pioneered the safe transport of LNG, there isn't a single MEBA member serving onboard an LNG tanker anywhere in the world today. In fact, there isn't a single LNG tanker under the U.S. flag. We are working hard to change this. With so many new LNG ships being built, the industry is going to need every bit of manpower available to crew those vessels. It's our job to make sure they know that MEBA is ready to answer the call. Right now, we have one of the largest and most experienced pools of LNG officers in the world. And we also have an unmatched knowledge of steam propulsion.

LNG tanker orders are expected to double in the next ten years to around 400 worldwide. Over 70 percent of LNG ships currently on the order books will have steam plants. MEBA members know steamships and we're ready to put that expertise to good use on these LNG carriers. I am working hard to get this message out to the industry and the international fleet.

I also have some great news on the rejuvenation of the Jones Act product carrier fleet. As you know, two of the four newbuild tankers (ALASKAN FRONTIER & ALASKAN EXPLORER) operated by Alaska Tanker Company have been delivered so far. They will provide a minimum of 30 years work for the MEBA. This in itself is wonderful news, but additionally, Overseas Shipholding Group just announced that it plans to have 10 new Jones Act tank vessels built. This is the single largest commercial order of new U.S. vessels in decades and MEBA will crew them. ATC and OSG are true modern day Jones Act marvels and I congratulate their management on these bold decisions. Now, MEBA is looking at a revitalized Jones Act tanker fleet on a slew of new vessels for many decades to come.

I am working to make sure that the venerable past of MEBA will indeed be our prologue for the next 130 years of MEBA history. And thanks to you, the membership, as well as our hard working Union officials, we continue to improve and expand. Our collective strength ashore and at sea makes MEBA stronger each and every day going forward into the future. ■

MEBA 130TH ANNIVERSARY 1875-2005

✓DO BUY

2005 will be a very good year to buy a Union-Made-In-the-USA car, truck, van or SUV.

Union-Made-In-the-USA–cars, trucks, vans and SUVs made by members of the UAW (and, in two cases, IUE) boast the highest quality, best reliability and widest range of choices in the world. Union members who are in the market for a new vehicle this year should check out this list. In the months ahead, America's car makers will be unveiling new low emission and fuel efficient models that will be the wave of the future for car buyers. In addition to competitive pricing and performance, buyers of these new high tech vehicles will qualify for generous tax breaks.

CARS

Buick
LeSabre
Park Avenue
Cadillac
CTS and CTS-V
DeVille
STS
XLR
Chevrolet
Cavalier *
Cobalt *
Corvette
Malibu
Malibu Maxx
Chrysler Sebring
Dodge
Neon
Stratus
Viper
Ford
500
Focus *
Freestyle
GT
Mustang
Taurus
Thunderbird
Lincoln LS
Town Car
Mazda 6
Mercury
Montego
Sable
Mitsubishi
Eclipse
Galant
Pontiac
Bonneville
G6
Grand Am
Solstice
Sunfire *
Vibe
Saturn
ION
L300
Toyota
Corolla *

PICK-UP TRUCKS

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Colorado
Silverado *
SSR
Dodge
Dakota
Ram *
Ford
F-Series *
Ranger
GMC
Canyon
Sierra *
Lincoln
Mark LT
Mazda
Mazda B Series
Toyota
Tacoma *

SUVS

Buick
Rainier (IUE)
Terraza
Cadillac
Escalade *
(Regular model only; ESV and EXT models made in Mexico)
SRX
Chevrolet
Blazer
Suburban*
Tahoe
Trailblazer EXT
Dodge
Durango
Ford
Escape/Escape (Hybrid)
Excursion
Expedition
Explorer
Explorer Sport Trac
GMC
Envoy (IUE)
Envoy XL
Envoy XUV
Yukon XL*
Yukon Denali
Hummer
H1, H2 & H2 SUT
Isuzu
Ascender (7-passenger)
Jeep
Grand Cherokee
Liberty
Wrangler
Lincoln
Aviator
Navigator
Mazda
Tribute
Mercury
Mariner
Mountaineer
Mitsubishi
Endeavor
Saturn
VUE

VANS

Buick
Terraza
Chevrolet
Astro
Express
Venture
Uplander
Chrysler
Town & Country *
Dodge
Caravan*
Grand Caravan*
Ford E-Series
GMC
Safari
Savana
Pontiac
Montana
Saturn
Relay

** Vehicles marked with an asterisk are produced in more than one country, but all models made in the United States are assembled by UAW members. To be sure the vehicle you are buying is assembled in the United States, check the window sticker, which will list the location of final assembly, and the Vehicle Identification Number (VIN) which is attached to the driver's side of the dashboard. A VIN beginning with "1," "4" or "5" means the vehicle was assembled in the U.S.*





Gloria Cataneo Tosi
President,
American Maritime Congress

AMC Perspective

I had the privilege of speaking before MEBA's 108th National Convention held at the Calhoon MEBA Engineering School on March 21-22. I took this opportunity to report on AMC's activities and objectives over the past year, and since AMC was restructured into a joint labor-management organization.

The reorganization, which came to fruition under the leadership of MEBA President Davis, was done to help enhance the sphere of influence of MEBA and AMC, and to use the strength of this joint partnership to achieve what we care about the most: *ships* and *jobs*.

In this column, I want to focus on a new development that I reported to the union delegates. It demonstrates the value and importance of MEBA/AMC teamwork and how this teamwork has taken us to an exciting direction that has enormous prospects for *more* ships and *more* jobs. It is called Liquefied Natural Gas, or LNG.

The LNG area represents a major growth opportunity for MEBA and its members.

First, the size of the world's LNG fleet is expected to double by 2015; it is projected to increase from the current fleet of 177 vessels to nearly 400 in ten years. There are currently 103 LNG carriers on the order books, of which 82 vessels will be steam turbine and 21 diesel. Within the next two years, 70 LNG vessels are scheduled for delivery. Total world LNG demand will rise to 200 million metric tons in the next five years, with U.S. shipments accounting for at least 25 percent of that figure. In other words, the United States will consume 25 percent of LNG worldwide production by 2010.

Second, LNG ship operators are facing critical shortages of qualified officers for these highly complex vessels. Indeed, the LNG shipping industry faces major challenges to manage the rapid expansion that is now underway in the areas of manning and training. Projected LNG fleet growth will only make this situation worse.

And, third, there is the issue of security. As a result of 9/11 and the global threat of terrorism, a number of major gas companies with LNG fleets have expressed serious interest in having reliable, highly capable American mariners to crew their vessels. Although LNG vessels are, from all reports, extremely well-constructed, a terrorist with LNG vessel experience, could intentionally override the ship's safety systems. Turning an LNG carrier into a potential explosive device of major proportions is not out of the question.

The crewing of foreign-flag LNG vessels is a very serious concern to many U.S. communities that have LNG import terminals or where a terminal licensing permit is pending approval. In fact, the U.S. Government Accountability Office (GAO) has a review underway of the vulnerabilities of maritime energy transport infrastructure to terrorist attack, and we understand that GAO's study will also examine the risk posed by foreign crews transporting LNG into our ports.

Our first goal in our LNG effort is to help create job opportunities for MEBA members. Our second goal is to encourage gas interests to put some of their LNG vessels under the Stars and Stripes, and managed by ship operators having labor agreements with MEBA. One incentive to re-flag U.S. is the new tax regime enacted last year which gives U.S.-flag shipowners the opportunity to replace the corporate income tax with a "tonnage tax" – a change similar to that made already in many European countries. The net effect is that the tax burden can be substantially reduced and thus help U.S.-flag vessels be more competitive with the Europeans and even some flags of convenience. We are also working on other tax relief measures as well -- targeted specifically for LNG ship operations and crew.

To help make these goals a reality, we have recently formed a working relationship with Captain William G. Schubert, who stepped down in February as the U.S. Maritime Administrator.

Not only is Captain Schubert a former Merchant Marine officer himself, but his work in the private sector, and then as our Nation's top maritime official, has given him special stature, access, and global exposure in the marine field, including the world of LNG. While he headed up MARAD, his agency, together with the U.S. Coast Guard, was charged with regulating deepwater port applications for importing natural gas.

Licensing is a critical element of LNG growth in the United States. Currently, there are only five LNG receiving terminals in operation in the United States. There are 33 proposed LNG terminals that are in various phases of development, but many of these are experiencing strong local and state opposition relating to security, safety, and the environment. As the March 28th issue of "Business Week" noted, "there are no LNG terminals easy to apply for. From Maine to California, developers of LNG terminals face protests at every turn."

LNG is a subject that Captain Schubert knows and cares about and on which he focused much attention during his years of service at MARAD. During his tenure, he stressed that having U.S.-citizen officers and crew trained to the highest academic, safety, and security standards in control of LNG tankers would improve their safe operation and make the vessels much less vulnerable to terrorists.

President Davis and the AMC Board of Directors immediately saw the great value of forming an alliance with Captain Schubert to work with us in this area. As a result, we have already had a number of communications with LNG interests, and our initial discussions and meetings have been very positive and encouraging.

This is a major new and very promising development. We will continue to report on our progress concerning LNG vessels in future *Marine Officer* columns. ■

District, Affiliates Wave the MEBA Banner at Tri-annual National MEBA Convention

Affiliates, delegates, members and invited guests all gathered under the confines of the National MEBA in March for the 108th NMEBA Convention, carried out at the Calhoon School in Easton, MD. For those uninitiated with the National MEBA, it is an administrative umbrella organization of MEBA districts designed to hold the AFL-CIO charter. However since 1998 when District No. 3 – the Radio-Electronic Officers' Union (ROU) withdrew from the National MEBA and subsequently dissolved following bankruptcy – the National has been comprised of only one district. Not surprisingly, MEBA, District No. 1-Pacific Coast District played a dominant role during the tri-annual National MEBA Convention.

Elected delegates chosen during the District 1 election presided over the two-day affair that began on March 21. One of the first orders of business was to elect National MEBA officers for the next three years. The five-person National Executive Committee will again mirror D-1's District Executive Committee, the governing body of the Union. Elected delegates voted for Ron Davis to continue serving as National President with Cecil McIntyre repeating as National Secretary-Treasurer. Bud Jacque will again be the National Vice President with Brothers Don Keefe and John McCurdy rounding out the NEC as members.

The School was able to showcase its recently unwrapped Newberry Auditorium while playing convention host. It proved to be a cozy confluence and an appropriate place for business as delegates got down to the work at hand. The convention was further enhanced by a series of guest speakers made up of labor friends and affiliates. The President of the MEBA affiliated National Federation of Public and Private Employees (NFOPAPE) Dan Reynolds delivered a fascinating address on union democracy and cataloged the tumultuous labor strife in Poland in 1980 with Lech Walesa and the Gdansk shipyard strike. President Reynolds was in Poland at the time witnessing the events firsthand and had an amazing story to tell.

He also made note that there was a time that the Federation once felt perceived as a second-class outfit, but that under the Davis Administration, NFOPAPE has been welcomed and treated as "a mutually supportive organization." Reynolds pointed out, "We want to help you – and we know you've been there to help us, and I thank you for that."

The top two representatives from our Panamanian affiliate, Asociacion Benefica de Ingenieros Marinos (ABIM), Secretario General Luis Yau Chaw and Seguridad General Rolando Arrue informed the gathering that the Davis Administration has ushered in an excellent working relationship with ABIM. Secretario Chaw noted that Pres. Davis is the first MEBA leader to visit Panama since the opening of the Canal in 1914. Seguridad General Arrue offered up the Union hall in Panama to MEBA members who want to visit.

Capt. Tim Brown, President of the Masters, Mates & Pilots, expounded upon recent efforts, under the National Security Personnel System (NSPS), to strip away collective bargaining rights from government employees and noted that the unions will continue to battle in this "critical fight." He also spoke about current proposals to mend social security but mentioned that fixing health care looms as an even larger challenge. Lastly, he urged that both MM&P and the MEBA continue to fortify their relationship with each other to better allow both unions to prosper.

The Secretary-Treasurer of MEBA affiliate American Radio Association Carl Young gave brief remarks. He pledged to keep our affiliation strong and vowed to work together closely to further our mutual interests.

Gloria Tosi, who heads up the American Maritime Congress, touched on many topics including her organization's restructuring which has allowed AMC to strengthen its voice in Washington. She discussed government contracting efforts, as well, and talked about efforts to pursue opportunities in Liquefied Natural Gas carriage.

Pres. Tosi summarized a few of the areas where AMC's hard work has already paid off such as in the push for a tonnage tax system as well as the repeal of the insidious ad valorem tax that was harming MEBA-contracted companies. She pointed out that AMC is making efforts to help pry open the Arctic National Wildlife Refuge to exploration noting that numerous mariner employment opportunities likely would result.

She updated convention-goers about existing challenges to the P.L. 480 Food for Peace program that has served MEBA contracted companies well since its inception over 50 years ago. The Administration's Fiscal Year 2006 budget proposed that $300 million of the food aid allocation be shifted into cash to be used



Delegates, guests and attendees lined up for a group photo to commemorate the 108th National MEBA Convention.

to buy foreign commodities. Under this proposal, that portion of program funding would put U.S. shipping on the sidelines in favor of foreign-flagged vessels. Tosi called for MEBA members to spread the word about the importance of P.L. 480 to the U.S. flag international fleet and to urge their Members of Congress to reject the budget proposal. Since that time, AMC appears to have made amazing progress in restoring the funding level for this important program.

A scheduling conflict prevented Seafarers International Union President Mike Sacco from speaking at the convention but his remarks were entered into the record. President Sacco later made comments at the two-day Union officials meeting that began a day after the convention concluded. He spoke about the need to smooth out new Government-proposed NSPS regulations that could have the effect of compromising collective bargaining. He also discussed the successes MEBA and SIU have enjoyed as Norwegian Cruise Lines has made a splash into the U.S. market and vowed, along with President Davis, to do everything in our power to help NCL continue to expand and prosper in U.S. flag shipping.

He talked about the lengthy battle to bring about a new Maritime Security Program and noted that the maritime unions must continue to hold strong because there are always challenges on the horizon. He said that even after a new MSP had been passed by Congress, uninformed decisonmakers at OMB removed 13 ships from the program – a revision that almost made it into the President's budget. A unified response from maritime unions and industry was able to dissolve the OMB alterations.

Congressman Neil Abercrombie (D-HI) wasn't able to attend but was kind enough to send a videotaped greeting to the convention. He noted that MEBA can succeed along with Congress if we subscribe to the concept 'An injury to one is an injury to all' – and 'All for one and one for all.' "If we can remember that and have that as an operating principle in all that we do politically and organizationally," he pointed out, "then we're going to be able to succeed on behalf of working people across this nation." His remarks prompted President Davis to discuss the significance of MEBA's Political Action Fund and its dire importance in helping our Union succeed in Washington in bringing about beneficial maritime programs and policies.

John Flynn, who is the Counselor to Secretary of Labor Elaine Chao, spoke about some of the President's initiatives that would likely result in a number of job opportunities for U.S.-flag shipping. ANWR is one such Bush-led initiative that would produce jobs for MEBA members. Flynn ascertained that MEBA has built an extremely valuable partnership with the Bush Administration that has proved mutually beneficial. He praised the response of MEBA members in our nation's military efforts overseas and called our Union's contributions to the nation "immeasurable." "It is because of your service that America sustains its strongest military force the world has ever known," he told convention-goers. "And President George W. Bush, Secretary Chao and the entire administration wants to thank you for your strong sense of duty, patriotism and commitment."

The American Federation of Teachers' (AFT) Secretary-Treasurer Nat LaCour described his recent trip to China and talked about the dire labor conditions there. His remarks also touched upon health care and social security as well as the economic issues that have yet to be resolved in this country. During his captivating remarks, LaCour also noted that members of labor unions have a responsibility to unify on issues of importance and battle for beneficial change through true solidarity.

During the course of the convention, delegates broke up into a series of committees that considered National MEBA business. The committees produced reports that were read into the record and approved by majority vote. Of note, delegates approved changes to the MEBA Constitution of a housekeeping nature. Among other things, those changes eliminate references to the now-defunct ROU in the Constitution and update references to outmoded forms of delivery (telegram) with more accepted forms (fax, overnight delivery) when dealing with the transmittal of certain NMEBA documents.

A string of resolutions were unanimously approved by delegates regarding the sense of the National MEBA on many important issues. The texts of those resolutions (twelve in all) are reproduced on the following pages for your convenience. ■



Three of MEBA's operators down south. At left is Organizing Director Robert Martin who is based in Baton Rouge, LA, New Orleans Patrolman Moose Mallini and MEBA International Transport Workers' Federation (ITF) Inspector Tony Sasso who works out of Cape Canaveral, FL.



Left to right, NEC member Don Keefe with NFOPAPE President Dan Reynolds who spoke before the convention. Delegate Jim LaRiviere is having a good laugh at right.



Carl Young, Secretary-Treasurer of MEBA affiliate American Radio Association, being presented a commemorative plate by MEBA President Ron Davis for his part in the Convention.

NMEBA Resolutions

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

MEETING THE NATION'S ENERGY NEEDS WITH LIQUEFIED NATURAL GAS ON US-FLAG SHIPS

At no time since the oil embargo and energy crisis of the 1970s has the issue of energy production been such an important one in America's national debate. With gas prices averaging over two dollars a gallon, and oil prices reaching near sixty-dollars a barrel, it is imperative that the United States develop and implement a complete and comprehensive energy policy that works to reduce our dependency on foreign sources of energy, and ensures access to energy resources that can be used here in America.

Since the 1980s, demand for natural gas in America has increased exponentially, and that demand is quickly outstripping the amount that our current domestic production and importation is able to supply. If this demand continues to increase without additional sources of domestic production being brought online, America will only be putting itself in even greater jeopardy of being held an economic hostage by those who control energy interests across the globe.

Foreign sources of LNG are imported primarily from countries that are not politically aligned with the United States. There are no US-Flag LNG tankers at sea today. As a result, all imported LNG is shipped on flag-of-convenience vessels. These vessels are not carefully regulated and are crewed by foreign mariners whose identities often are unknown. Many of these shipboard personnel are citizens from countries that are hostile to the United States. It is, therefore, equally imperative that the American sources of LNG be developed in order to avoid becoming hostage to the political agendas of unfriendly LNG-supplying countries and to better guard against intentional acts of terror by criminals who may effectively hijack a LNG vessel for their own warped purposes. In short, America must develop domestic sources of LNG for American markets using American flag vessels crewed by American officers and crew.

To do so, we must develop a natural gas pipeline from the North Slope in Alaska for delivering LNG to the continental United States. There are a number of proposals on the table to do this, including a pipeline route through Canada. However, it is the position of the NMEBA that the most viable, most cost effective, and most beneficial in terms of national energy and defense policy would be the construction of the 'All-Alaska Route'. The All-Alaska route includes a pipeline from the North Slope to a port at Valdez or another viable deepwater port in the Alaskan Tidewater. This route keeps the entire pipeline under American control, and ensures that all of the jobs created in the development, construction and operation of the pipeline remain American jobs. Further, the transportation by LNG tankers from Alaska to the West Coast would by law be done by US-Flag ships, crewed with US-citizen mariners.

Even with this new stream of LNG entering the US energy infrastructure, we will still have to depend in no small measure upon foreign sources of energy. America will therefore continue to need to import LNG from foreign sources. Currently there are only a very limited number of operating LNG import terminals in the United States, although there are dozens of proposals for new LNG import facilities on all coasts, and a number of proposals to expand the existing import terminals themselves. The NMEBA supports the development and construction of new terminals on all American coasts.

However, it is important to note that in a post-September 11th world, the issues surrounding the safe importation of LNG must include a security component in addition to the obvious safety considerations. LNG is a security sensitive cargo, and must be treated as such. It is important that the Coast Guard and Department of Homeland Security adopt any and all means necessary to ensure that all LNG tankers are safe against external threats. The most important consideration is the nationality of the officers and crew who staff these LNG vessels. It is the opinion of the (CONTINUED NEXT PAGE)

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NMEBA that in addition to increased regulation by Homeland Security agencies, the best way to ensure that LNG tankers are safe from both external and internal threats is to require that all LNG tankers entering the United States be manned by US-citizen merchant mariners.

American merchant mariners are subject to the strictest licensing regime in the industry, and all American mariners are required to undergo thorough background checks. American mariners are also required to undergo drug testing and fingerprinting as part of the procedure to gain their mariner documents, and must provide proof of citizenship. This extensive and ongoing scrutiny of mariners ensures a high level of safety and competence throughout the American Merchant Marine. Non-US citizen officers and crewmembers are not held to such rigorous standards.

Even in today's world of tighter inspections and increased scrutiny of credentials, it's still possible for falsified international mariner documents to make their way into the hands of terrorists and criminals. As a result, it's nearly impossible to guarantee that those non-Americans who crew LNG vessels are who they say they are. However, we can be assured through the USCG that American mariners are who they claim to be, and that they are law-abiding US citizens. Having MEBA members on board these ships gives the Coast Guard and our homeland security agencies a first line of defense against terrorism.

The conclusions expressed here are not new. To the contrary, they have been debated for many years and accepted as the most reasonable means by which to ensure the safe, secure importation of foreign sources of energy. And they were reinforced just recently, in a US government-sponsored publication by the Sandia National Laboratory, commonly referred to as the Sandia Report. In that report, the analysts noted that although LNG vessels themselves are well constructed and physically capable of carrying such volatile cargo, the greatest threat to American interests with respect to LNG is an intentional act of terrorism committed by a crewmember working aboard a foreign flag LNG vessel that calls on a US facility. To avoid such threats, Americans must take steps to ensure that LNG imported to the US is done so on American flag vessels crewed by American officers and crew.

LNG represents a means to decrease our dependence on foreign sources of energy, and with the development of new import terminals, the All-Alaska route to bring LNG from Alaska to transshipment points, and the requirement of American mariners on board all LNG carriers entering the United States, we can ensure that the importation of this security sensitive cargo is done safely and securely, and with the greatest benefit to the American economy and the American people.

PASSED UNANIMOUSLY – MARCH 22, 2005



Congressman Neil Abercrombie's videotaped remarks were broadcast to those at the convention on the big screen in the Newberry Auditorium.

Below: District No. 1 Assistant Counsel David J. Tubman addresses Delegates before the election of National Officers. Left to right are Tubman, NMEBA Pres. Ron Davis, NMEBA Secretary-Treasurer Cecil McIntyre, National Executive Committee member Don Keefe, National V.P. Bud Jacque and NEC member John McCurdy. At far right is D-1 Govt. Affairs Director Brian Schoeneman who served as Parliamentarian during the convention.





SIU President Mike Sacco wasn't able to deliver his remarks personally at the Convention but did address D-1 Union officials a day later. Left to right is D-1 Pres. Ron Davis, SIU Pres. Mike Sacco (with a commemorative plate), Atlantic Coast V.P. Don Keefe, Gulf Coast V.P. John McCurdy and Executive V.P. Bud Jacque.



The three Vice Presidents of MEBA District No. 1 who also serve on the National Executive Committee. Left to right are NEC member Don Keefe (Atlantic Coast V.P.), National V.P. Bud Jacque (Executive V.P.) and NEC member John McCurdy (Gulf Coast V.P.).

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

THE OPENING OF THE ARCTIC NATIONAL WILDLIFE REFUGE (ANWR) TO OIL EXPLORATION

The United States Congress has long been debating the opening of the Arctic National Wildlife Refuge to oil exploration. Since its establishment in 1960 and its expansion in 1980, ANWR has been a point of contention for environmentalists and energy production supporters.

The 109th Congress has the opportunity before it to enact a meaningful, comprehensive energy plan for America that focuses on reducing our reliance upon foreign sources of energy. It is imperative that America reduce its need for foreign energy, particularly given the instability and attitude of many oil-producing states to the United States that export petroleum products.

The NMEBA strongly encourages that as part of any comprehensive energy policy, the US Congress open ANWR to oil exploration. Portions of ANWR were originally designated as possible future oil exploration sites in the authorizing language of the 1980 expansion of ANWR, but their development has been continuously blocked by opponents since the Reagan Administration first proposed opening ANWR to development in 1987.

In the period since 1987, technology has advanced to the point where this exploration can be done cheaply and safely, with a minimum of impact upon the ecology and wildlife of the surrounding area. ANWR represents a significant amount of domestic oil production – and that oil production would require an increased tanker fleet which would result in significant job opportunities for MEBA members and the entire maritime industry.

PASSED UNANIMOUSLY – MARCH 22, 2005

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

THE NATIONAL SECURITY PERSONNEL SYSTEM

As part of the Defense Authorization Act of 2003, the Defense Department was authorized to develop a new personnel system, in an attempt to modernize their civil service system. This new system, the National Security Personnel System, has been developed and proposed regulations have been published in the federal register. MEBA commented individually, and jointly with the other seagoing unions.

Despite their best efforts, the system as developed by the Defense Department has the potential to disrupt the excellent working relationship established between the maritime unions and the Military Sealift Command and the Army Corps of Engineers.

It is critical that the Department of Defense recognize that the civilian mariners (CIVMARS) represented by the maritime unions are a distinct and unique sector of the Department of Defense, and should not be included in a "one-size-fits-all" style NSPS system, that is written and intended for the civilian white and blue collar employees of the DoD.

The NMEBA calls on the Department of Defense to exempt all of the CIVMARS represented by the maritime unions from NSPS and maintain the pre-NSPS status quo with respect to the labor relations system governing all such CIVMARS and their maritime unions.

PASSED UNANIMOUSLY – MARCH 22, 2005

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

SHORT SEA SHIPPING

The best estimates of the shipping industry indicate that the number of containers entering US ports will increase by over fifty percent in the next decade. The vast majority of those containers will be transported from our seaports inland to consumers, manufacturers and retailers across America. The result will be increased congestion on our already overtaxed highway infrastructure, increased pollution, and increased fuel costs for everyone.

The NMEBA, working with our fellow maritime unions, strongly supports the Department of Transportation and the Maritime Administration's efforts to move forward with its short sea shipping proposals. Short sea shipping envisions relieving some of our nation's commercial congestion with the use of American coastwise vessels. By using ships along the coasts, the maritime sector can increase our nation's capacity to carry the goods that drive our nation's economy. This common sense solution makes sense economically and environmentally, and represents a significant number of new jobs for MEBA members.

Short sea shipping has been proven abroad, especially in Europe, where its growth has outstripped the pace of land transport across the continent. There is no reason to believe that if short sea shipping is the answer for Europe's traffic crisis, it couldn't be the solution to ours as well.

The NMEBA is committed to working with all interested parties to create a viable intermodal, short sea shipping network in the United States.

PASSED UNANIMOUSLY – MARCH 22, 2005

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

PROTECTING OUR NATION'S SEAPORTS

More than three years have passed since the terrible events of September 11th, yet little has been done to secure our nation's seaports from terrorist attack. Sufficient resources have not been allocated, common-sense requirements have not been imposed, and too often employees and their unions have not been enlisted as true partners in the process. While we understand that our seaports can never be made completely immune to an attack, more can – and must – be done to secure our seaports and communities.

Like our nation's rail system, maritime commerce utilizes a vast infrastructure to transport huge volumes of cargo of all kinds – from containers full of toys for children, to tankers full of Liquefied Natural Gas. Our nation has more than 300 sea and river ports with more than 3,700 cargo and passenger terminals. The top 50 ports in the U.S. account for about 90 percent of all cargo tonnage and the top 25 ports account for 98 percent of all container shipments.

The Coast Guard estimates the cost of implementing the Maritime Transportation Security Act (MTSA) regulations and new international security standards to be approximately $7.3 billion over the next ten years. Through Fiscal Year 2005 ports have been provided only $650 million for physical and operational security upgrades. Advanced technology, additional personnel, better surveillance and access control procedures, and full compliance with MTSA regulations are putting a strain on local budgets. The NMEBA strongly supports full funding of the MTSA program.

The NMEBA is committed to working with the Bush Administration and the Congress to expand its focus on port security, to include increased investment in port security by the Federal Government, the development of standardized access control procedures including thorough background checks that balance the protection of the privacy rights of the individual with the need to ensure that only trustworthy, law-abiding citizens have access to our ports and seaports. The NMEBA will work with the Administration, Congress and our fellow maritime unions in a meaningful and productive effort to make our nation's seaports secure.

PASSED UNANIMOUSLY – MARCH 22, 2005

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

THE POLITICAL ACTION FUND

The ability of the MEBA to continue to serve the interests of the United States is directly tied to our ability to participate in the political process in Washington. Maritime policies and programs such as the Jones Act, the Maritime Security Program, and Cargo Preference provide the US Merchant Marine and the MEBA with a foundation upon which to build. These programs all originate and are funded by our elected officials in Congress and the Administration.

In order for the MEBA to maintain its position as a leader in the maritime industry, the members of our Union must unite behind our friends in Congress, advocate on behalf of legislation that would assist the MEBA and the Merchant Marine in fulfilling our mission, and oppose any attempts to weaken or remove the laws and programs that keep us afloat. Effective government depends on the greatest participation possible by its citizenry, whether that participation be in Washington or at home. Effective lobbying in Washington is equally reliant upon 100% participation by our Union brothers and sisters – and there is no more effective means for our members to participate than by contributing to the MEBA Political Action Fund.

The MEBA actively educates our lawmakers on the importance of developing good public policy towards those of us employed in the maritime field. For the first time ever, during the 2004 election cycle, the MEBA PAF paid out more in contributions to politicians than it took in. This was not a consequence of increased contributions to candidates, but rather a decrease in the percentage of members participating in the PAF. It is incumbent upon every member to participate willingly. If we, as the membership of the MEBA, don't participate, then we risk suffering the consequences of our shortsightedness.

We urge all the individual members and retirees of the MEBA to join in this effort to preserve our Union, our industry and our way of life. While we have many good friends in Congress in both parties, we must work to strengthen those relationships while making new ones. We must constantly seek to build our base of educated, sympathetic and supportive lawmakers. 100% participation by the members of the MEBA will ensure that our lawmakers are armed with the knowledge and understanding of the critical role the MEBA and the maritime industry plays in our national life.

Even as little as one dollar per day from every member and retiree would put us in a position to make our voices heard on Capitol Hill as loudly and as forcefully as organizations and Unions ten times our size. That small of an investment in our future would ensure that even in the dangerous and uncertain times we live in, our nation would always have an adequate number of vessels and a large pool of qualified, trained and loyal American marines available to provide immediate, reliable and sustained sealift and support for our armed forces deployed around the globe.

Our PAF ensures that MEBA members will continue to crew those ships in peace and in war, and it deserves the combined and complete support of the entire MEBA family.

PASSED UNANIMOUSLY – MARCH 22, 2005



The twenty elected Delegates to the 108th National MEBA Convention assemble beneath the mural in the Newberry Auditorium where the two-day gathering was held.

MEBA Training School Certifications



Right: One of the new courses this year, Electronic Chart Display & Information Systems (ECDIS) is a one-week course taught in the School's state-of-the-art Bridge Simulator Suite. Left to right are Instructor Pete Fucito, Instructor Bill Cook, Gary Hill (Captain of the CAPE RISE), Richard Cash (Capt. on Cape May/Lewes Ferries), Rick Taylor (Capt. Of the CAPE RACE), Instructor Scott Conway and Dave Blevins who is the Chief Engineer aboard the USNS ROY WHEAT.



Left: Electrical Troubleshooting is a high-voltage, two-week course held at the School five times this year. Left to right are Andrew Leonardi, Fred Fynan, William Dickman, Shawn Lee, Jon Selle (in front), Robert Heanue (partially obscured), Lester Frank, Darryl Hunt, Ken Bunn, James Jester, Richard Doherty and Instructor Bill Radaskiewicz.



Right: At the School's Applied Diesel course, students further hone their skills and expertise previously gained in the six-week Diesel Engineering course. Left to right are Instructor Bob Smith, Gordon Marsh, Lyle Sloan, Phyllis Prokopich, Daniel Rhodes, Michael Upham and Robert Marich. John Kessler doesn't appear in the photo.



Left: Instructors Bryan Jennings and Aaron Schmidt have picked up the torch in overseeing the Welding course following the retirements of Frank Walsh and Val Sanders. In the month long course beginning in late February are (l-r) Thomas Wientzen, Michael Figueroa, Kyaw Thant, Sean Wall, Gerald Bellows (partially obscured), Oliver Serna, William Crowe, Ramona Gayton, Raymond Demarest, Art Sulzer, Edward Graham, Edward Graham, Instructor Jennings and Instructor Schmidt.



Right: In a new course offered at the School, Fundamentals of Engineering keeps our officers sharp on mathematics and engineering principles. Left to right are Ernie Clements, Andrew Smalley, Ted Wolff, Brad Wolfe, Instructor Richard Thek, Ramona Gayton, Bruce Cooper, Special Guest Instructor Art Newberry (kneeling), Ricky Hamiter, Larry Greenlund and David Williams. Not pictured is Instructor Tom Cannon.



Left: The two-week Electrical Troubleshooting course is wired for success. The class beginning March 21 included Instructor Bill Radaskiewicz, William Picchi, Richard Sansom, Timothy Baldt, Robert Lesniak, Helen Smith, Kelly Cameron, Kevin Reimann, Paul Klandrud, Richard Hagerman and Seth Warner.



Above: Instructor Bob Smith's Small Arms course packs maritime heat into one week that gives students plenty of bang for their buck. Locked and loaded, Small Arms straight shooters include (l-r) Edwin McIntosh, Douglas McPhee, Jesus Lopes, Brian Kopka, Patrick Bevers, Varun Bhalla, Ric Lethueur deJacquant, Joseph Rathgeber, Craig List, Mark Corrales and Instructor Bob Smith.



Above: Advanced Firefighting is an intensive one-week course to prepare students to deal with shipboard incidents involving fire. The second week of the course is HAZMAT Technician where students learn how to deal with situations involving hazardous materials. Left to right are Michael Lynch, Michael Upham, Jason Darcy, Patrick McGourthy, Larry Field, Eric Gleason, Jon Selle, Conrado Martinez, Elizabeth Gardner, Walter Hutchinson, Michael Coggio, Jarrod Costopulos, Kevin Reimann, Garrett Adams, Richard Doherty, Instructor Rick Simonson and Instructor Barry Van Vechten.



Left: The Computer Apps. course gives students a working knowledge of PC-based applications. Left to right are Edward Burns, Instructor Brian Eujen, Robert Chung, Clay Garcia, Robert Feldman, Henry Holzberg (in front), Paul Greubel, Dale Carpenter, Paul Poirier, Norbert Mueller, Scot McClintock and Instructor Thurland Wilkinson.



Above: The Medical Care – Person In Charge course trains mariners to respond to medical emergencies aboard ship. Left to right are Instructor William Woodward, Eugene Bates, Richard Cash, Merritt Feinman, Ralph Elroy, Patrick McGourthy, William Bagby, Jack Menendez, James Hagner, Darryl Hunt and Daniel Duran. Not pictured is lead Instructor John Sullivan.



The WHEAT taking on cargo in Kuwait. MEBA officers have done a Herculean job in readying the ship for service following its conversion that had the vessel ready for action in 2003.

MEBA Scores Deck and Engine Jobs as Keystone Wins MSC PREPO Vessels

MEBA will put more deck officers to work along with their counterparts in the engine room after Keystone Shipping Co. triumphed in its bid to operate three Maritime Prepositioning Force Enhanced ships, or MPF(E) ships. MEBA will serve aboard the Navy's Military Sealift Command vessels courtesy of our contract with Keystone in all licensed positions.

The ships are the USNS 1st LT HARRY L. MARTIN, USNS GUNNERY SGT. FRED W. STOCKHAM, and USNS LANCE CPL. ROY M. WHEAT. Our mates and engineers already serve aboard the WHEAT, and will continue to do so after the current contract expires midway through 2006. MEBA will take over the officer billets aboard the STOCKHAM and MARTIN from non-MEBA labor. Keystone expects to take control of the diesel powered vessels USNS MARTIN in early summer of 2005 and the STOCKHAM by early 2006. With all options exercised, the company will operate the vessels under the new contract for the next six plus years.



The MARTIN pierside in Rota, Spain. The 754-foot vessel contains almost anything the U.S. Marine Corps could need to sustain military operations.



The STOCKHAM unloading Navy vehicles utilizing its capacity as a Roll-On/Roll-Off vessel.

The three container & Roll-On/Roll-Off ships are conversion vessels owned by the Navy that preposition supplies and equipment at sea in strategic locations around the world for U.S. forces. Each is part of separate maritime prepositioning ship squadrons deployed on location in the western Pacific Ocean, the Indian Ocean and the Mediterranean Sea. In addition to ammunition, vehicles, food and spare parts, MPF(E) ships carry a Navy fleet hospital, an expeditionary airfield and a naval construction battalion.

The USNS STOCKHAM was a Danish-built container ship converted into a Large, Medium Speed, Roll-On/Roll-Off vessel that operated for MSC as the USNS SODERMAN. Home berthed in Diego Garcia, it was built in 1980 and retrofitted/modified in 1997. It was converted into an MPF(E) in 2000 and renamed STOCKHAM just before its March 2001 recommissioning. Modifications included berthing for 50 additional personnel, a helicopter deck upgraded for night operations, and a stern ramp modified for in-water operation (to launch amphibious vehicles).

The USNS MARTIN was a container ship built in a German yard in 1980 known as the TARAGO. She was converted into an MPF(E) in Jacksonville, FL and delivered to the MSC in 2000. The vessel has a helicopter landing pad and is equipped with two large cranes and a stern ramp. When not engaged in high tempo operations, the vessel traverses the oceans of Northern Europe and the Mediterranean Sea.

The USNS WHEAT is a Russian built vessel converted at Bender Shipbuilding in Mobile, AL and placed into service for the MSC in 2003. Keystone and MEBA officers have worked tirelessly on this gas turbine powered vessel over the past few years demonstrating much professionalism to bring the vessel up to code and into service for the war on terror.

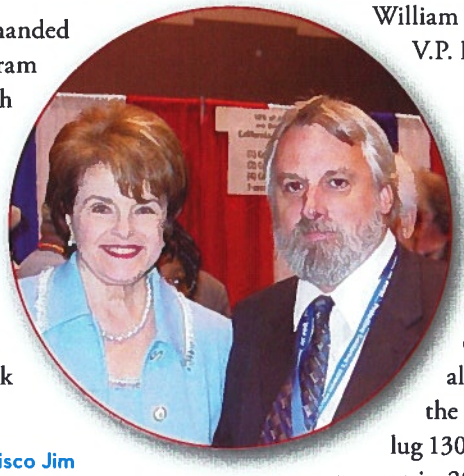
MEBA President Davis declared that, "MEBA salutes Keystone for capturing this high-profile contract. The MPF(E)s are instrumental to our sealift efforts in the war on terror. MEBA has proven to be unrelenting in support of our country since our Union's inception in 1875. We have shined brightly during the ongoing Operation Iraqi Freedom and our commitment to our military will continue steadfast and resolute." ■

Dues Laggards Will Be Dumped

Members or applicants two or more years in arrears on their dues and/or service charges will soon be reviewed by the District Investigative Committee and dropped from the membership or applicant rolls. If you are in arrears and want to retain your membership or applicant status, you must contact Headquarters to make payment on your arrearage so you can return to good standing before the committee meets.

Maersk Assumes Direct Operation of Remaining USSM Vessels

USSM has dropped its legal challenges and handed over the remaining Maritime Security Program vessels under its management to Maersk. Both companies contacted MEBA President Ron Davis with the news that the transfer of the last of the Maersk vessels managed by USSM would finally occur. USSM's legal wrangling had delayed the handover for months. Maersk will directly operate all 15 MSP vessels formerly managed by USSM. MEBA has a longterm contract with Maersk and will continue serving aboard the ships.



Upper right:: MEBA's Representative in San Francisco Jim Anderson networking with Sen. Dianne Feinstein (D-CA) about issues important to the MEBA.

Matson Pledges Purchase of Two Kvaerner-Built Containerships

MEBA-contracted Matson Navigation has announced that it will purchase two new containerships to be built at Kvaerner Philadelphia Shipyard. Matson is committing $365 million in the transaction for vessel, container and terminal assets in order to launch a new Guam and China service beginning in February 2006. The vessels to be acquired will be similar in capacity, speed and operating efficiency to Matson's M/V MANUKAI and M/V MAUNAWILI, which were the CV2600-class vessels built by Kvaerner and placed into service in 2003 and 2004. The first of the new ships is a CV2600 and will be delivered this summer. The second vessel, a CV2500, is similar in class and will be ready in June 2006.

Matson has the option to time charter these vessels in lieu of purchasing. It also will have a right-of-first-refusal with Kvaerner for up to four other containerships of similar design that are deliverable by the Philadelphia yard before June 2010. By mid-2006, both new ships will be deployed in an integrated weekly West Coast-Hawaii-Guam-China service together with three of Matson's most efficient diesel-powered containerships.

MFOW Installs New Leader

Anthony Poplawski has been elected to the top job at the Marine Firemen, Oilers, Watertenders and Wipers Association (MFOW) following the retirement of longtime leader Whitey Disley. Poplawski began a two-year term on March 15 after a referendum election swept him into office as President/Secretary-Treasurer. William O'Brien ascends to Vice President after former V.P. Bobby Iwata announced his own retirement.

Four Newbuilds Will Upgrade Ancient Boats in WSF Fleet

MEBA-contracted Washington State Ferries is moving right along on its plan to upgrade its fleet with four new ferries. Its aging Steel Electric class vessels currently serving the system are almost 80 years old. State officials have approved the four double-ended ferries that each will be able to lug 130 cars and 1,200 passengers. Construction is slated to start in 2006 with the delivery of the first vessel expected in 2008. Our Seattle officials, Branch Agent Jon Anderson and Patrolman Karol Kingery, were delighted with the announcement of the next generation ferries. Our recognition agreement with the State provides for MEBA jurisdiction on the newbuilds.



Above: The Jumbo Mark II's, TACOMA, WENATCHEE and PUYALLUP are some of the newest vessels in the Washington State Ferry fleet, built in the late 1990's. However, some of the boats in the fleet, especially the Steel Electric Class, need to be replaced. The state has announced that four next-generation ferries will do just that. Thanks to Clark Dodge for the photo.

MEBA Nails Down Contract for First of AMHS Fast Ferries

MEBA negotiators closed an accord with the State of Alaska covering the first fast ferry in the Alaska Marine Highway System. Our members had been toiling aboard the M/V FAIRWEATHER under a short term letter of agreement that was missing key vacation benefits. The new contract, which serves as a supplement to MEBA's master agreement with the state, restores the vacation benefits retroactively to July 2004. The agreement goes until October 15, 2006 but can be extended with the mutual agreement of the parties. MEBA's negotiations were led by Executive Vice President Bud Jacque, Gulf Coast V.P. John McCurdy, Seattle Branch Agent Jon Anderson and Juneau Representative Ben Goldrich. The negotiating team also included rank and file members (and Chief Engineers) Doug Wickre, Pete Eberle, Bob Seidman, and retired Chief Roger Aiken. MEBA Alaska counsel Joe Geldhof and Legislative Director Don Kubley also performed valuable work on MEBA's behalf. The M/V FAIRWEATHER is the lead boat in the Fairweather Class of Fast Vehicle Ferries. A second high speed ferry, the M/V CHENEGA, is expected to join the fleet sometime in late spring.



Above: Members Greg Quintana (left) and Jack Menendez helped MEBA set up its new Union hall in Tampa.

Tampa Hall Moves to New Digs

MEBA's Union hall in Tampa has been relocated to a spacious new building on the waterfront four miles away from the old location. The new hall is situated on an acre and a half of land in Port Sutton. The building comes with two of its twelve offices already rented out. Kevin Behen heads up the hall as our Representative.

MEBA President Ron Davis was pleased with the new Tampa hall which affords members a lot more room to stretch out as well as plenty of parking. He praised the MEBA members who, in fraternal spirit, worked feverishly to relocate the hall and make it serviceable. The hall will still use the same phone and fax numbers as well as e-mail. The new address is 4333 South 50th Street, Tampa, FL 33619.

MEBA Picks Up Half Dozen New Jobs with Foss

MEBA officials at our Los Angeles Union hall have secured a new agreement with Foss Maritime that will put six more MEBA members to work in support of lightering operations. Foss recently inked a new deal with Chevron to perform lightering work.

L.A. Branch Agent Al Camelio and Patrolman Mike Nizetich negotiated the contract that will ensure that MEBA will supply the lightering engineers for the necessary operations. MEBA worked with Foss management including Wendall Koi, Dave Selga and Paul Hendrix on this agreement. The arrangement will be dovetailed into our existing agreement with Foss. This is a new area of work for Foss which is the largest vessel assist company on the West Coast operating a modern fleet of tugs (crewed by MEBA members) providing a full range of marine transportation services. The lightering involves offloading Very Large Crude Carriers (VLCCs) 50 to 300 miles off the coast of California. Foss has brought in a support vessel into its fleet specifically for this purpose.



Above: MEBA-L.A. has inked a contract putting more members to work with Foss. Left to right are Paul Hendrix (Foss), Al Camelio (L.A. Branch Agent), Mike Nizetich (L.A. Patrolman) and Wendall Koi (Foss).



Above: Union reps and "all hands" met with NOAA senior management recently in a productive meeting to advance mutual interests. Left to right are Chief Engineer Kevin Cruse, A/E Chris O'Keefe, A/E Grady Abney, MEBA Govt. Fleets Rep. Randi Ciszewski, Atlantic Coast V.P. Don Keefe and NOAA Rear Admiral Richard R. Behn.



NASSCO Delivers ALASKAN EXPLORER

San Diego's National Steel and Shipbuilding Company (NASSCO) has delivered the ALASKAN EXPLORER, the second of four Alaska-class double-hull oil tankers being built for BP Oil Shipping Company, USA to be operated by MEBA-contracted Alaska Tanker Company (ATC).

The ALASKAN EXPLORER will join her sister ship, the ALASKAN FRONTIER, which was delivered in August 2004 and is delivering oil from Alaska to West Coast ports, including BP refineries in Los Angeles, Calif., and Cherry Point, Wash. The third ship will be delivered in late 2005 and the fourth vessel in 2006.

MEBA Pres. Stresses Future initiatives in Prop Club Address

MEBA President Ron Davis addressed a Washington D.C. Propeller Club luncheon gathering in late March pledging MEBA's leadership on promising new maritime opportunities. Aspirations to maintain the Jones Act, cargo preference statutes and the Maritime Security Program are just the beginning, he said. We need to build upon that foundation with additional objectives, he told a packed room. "It's time we break out of that mold and stop thinking of these programs as our goals," Davis declared. "They're not. They're the bare minimum that we need in order to survive. Yes, we are surviving, but our Merchant Marine is not getting stronger or expanding."

"We must expand our base of jobs, he said, "by moving into new sectors of the maritime industry, by reclaiming sectors that we surrendered to our foreign competition, and by evolving like other industries have, if we hope to remain in business."

Pres. Davis pointed out that maritime labor must pounce upon budding opportunities that could harvest a wealth of future jobs and help reverse the decline of the maritime industry. Such opportunities include those in the Liquefied Natural Gas (LNG) sector an industry that has experienced a dramatic upswing in the last few years. However, none of the world's fleet of LNG tankers flies under the U.S. flag. MEBA is working hard to change that, Pres. Davis informed the gathering.

ANWR is another area where maritime labor can benefit. MEBA is supporting the President's bid to open up the Arctic National Wildlife Refuge in Alaska to oil drilling. "Most importantly to us, the best way of getting the energy from Alaska to the mainland is on U.S.-flag ships, crewed by U.S. citizens," Pres. Davis noted. "Both the opening of ANWR and the All-Alaska Gas Pipeline route create additional business opportunities for our companies, particularly our Jones Act carriers, who will need to carry the necessary construction materials up to Alaska."

Another initiative being pursued is short sea shipping which will ease congestion on the nation's highways by providing waterborne routes for goods going to market. This has been an initiative fronted by the Maritime Administration and MEBA is committed to helping it move forward into reality. "It represents hundreds or even thousands of new jobs for merchant mariners," Davis reported, "and those jobs are critical to our goal of moving our Union and the industry forward."

Above: MEBA President Ron Davis was honored as a 2005 Outstanding Friend of Seafarers at a banquet held by the Seafarer's and International House. President Davis, with the award, is flanked by MEBA members Joe Perry (l) and Paul Preciado.



Above: MEBA members celebrating recognition of their Union at the Seafarer's and International House awards. Left to right are Sean Rafferty, Mary Ellen Halloran, Ron Davis, MEBA Govt. Affairs Director Brian Schoeneman, Don Raffaniello, MEBA Govt. Fleets Rep. Randi Ciszewski, Joe Perry and Steve Mitchell.

Mariners aboard Military Fleet Vessels Can Receive Daily E-mails of NY Times Digest

The *New York Times Digest*, a condensed electronic version of the popular newspaper, is offering a free service that will allow members serving aboard military ships to receive daily e-mails complete with the news of the day, sports scores, crossword puzzle and more. The files are sent in an Adobe Acrobat (.pdf) document averaging about 300 kb per e-mail. Those members utilizing a .mil e-mail address can request the *Digest* by e-mailing that request to timesdigest@nytimes.com and cc'ing willg@nytimes.com.

Charleston/Jacksonville to Switch Meeting Days

Beginning in June, MEBA Union halls in Charleston and Jacksonville will hold their regular membership meetings on new day. The Charleston hall will switch from Tuesday to Wednesday while Jacksonville meetings will change from Wednesday to Tuesday. MEBA Union meetings are held during the week following the first Sunday of the month.

Senate, House Take Steps to Open ANWR

Both houses of Congress have completed the conference process and passed their final version of the fiscal year 2006 Congressional Budget Resolution. Included in the Senate's version of the resolution was language that assumes the federal government will receive income from the leasing of part of ANWR. The House version did not include such language, but House conferees accepted the addition, and it was included in the final version of the bill that was approved on April 29th. The addition of this language paves the way for Congressional action later this year that would specifically authorize the opening of ANWR to oil exploration.

Congressional budget resolutions are used as a blueprint from which lawmakers will develop and pass their annual appropriations and tax bills. The resolution, however, is not binding law, and Congressional committees still must pass authorizations and appropriations for implementing the budget resolution's outlines. Despite this fact, ANWR supporters view the legislation as a significant victory that provides an additional means of achieving the goal of opening ANWR.

On April 21, in a 249-183 vote, the House of Representatives passed a comprehensive energy bill that includes ANWR opening provisions. The votes represent two separate paths to win approval to open ANWR. As of this writing, the Senate had not passed its own version of the Energy bill. Once they do, both chambers will have to get together and reconcile the differences in their versions of the bills. MEBA President Ron Davis noted that opening up ANWR will likely translate into more MEBA jobs. "This initiative has our full support," he said. Our Union, along with a broad coalition of maritime interests, will continue to work to ensure that this proposal is enacted into law.

TURN BACK THE CHRONOMETER!

...TO THE MAY 1968 EDITION OF MEBA'S AMERICAN MARINE ENGINEER.



TWINS UPGRADED

A pair of Adairs (Terry on the left, Larry on the right) recently raised their licenses after attending the License Upgrading School at the Calhoon MEBA Training School, Baltimore, Md. Each of the identical twins answered to Third Assistant Adair on the SS American Mail (AML), which was reportedly a source of occasional confusion. Now, however, things will be different. They'll each answer to Second Assistant Adair. Forty-five men in all have thus far been upgraded at the Calhoon School.

Meeting Schedule

Port	May	June	July
Baltimore	Tues. 3	Tues. 7	Tues. 5
Boston	Mon. 2	Mon. 6	Tues. 5
Calhoon School	Wed. 4	Wed. 8	Closed
Charleston	Tues. 3	Wed. 8	Wed. 6
Honolulu	Fri. 6	Fri. 10	Fri. 8
Houston	Tues. 3	Tues. 7	Tues. 5
Jacksonville	Wed. 4	Tues. 7	Tues. 5
Los Angeles	Thurs. 5	Thurs. 9	Thurs. 7
New Orleans	Wed. 4	Wed. 8	Wed. 6
New York	Thurs. 5	Thurs. 9	Thurs. 7
Norfolk	Thurs. 5	Thurs. 9	Thurs. 7
Portland	Wed. 4	Wed. 8	Wed. 6
San Francisco	Tues. 3	Tues. 7	Tues. 5
Seattle	Mon. 2	Mon. 6	Tues. 5
Tampa	Thurs. 5	Thurs. 9	Thurs. 7



"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

JOHN BOWYER

John Bowyer reached his final shore on September 1, 2004 at the age of 88. His career with the MEBA began in 1957 and proved to be a vibrant and prosperous one en route to his June 1981 retirement. He last sailed under MEBA contract for U.S. Lines a few months before becoming a pensioner. Brother Bowyer was a resident of Longmeadow, MA.



DEWEY CARRUTHERS

Dewey Carruthers sailed into the sunset on October 10, 2004 at the age of 60. He joined the Navy at 17 and sailed on the USS BLACK and USS REDFISH in the early 1960s before saddling up with the MEBA. Following a productive 30 years as a marine engineer where he traveled the world many times, Dewey settled down to Tillamook, OR and got married in 2001. He was a member of the Elks, Eagles and Moose lodges, the American Legion and the Veterans of Foreign Wars. He was a volunteer driver for the Tillamook Meals on Wheels, spent time with his family, loved road trips and was a great dancer. Brother Carruthers is survived by his wife Beverly, sisters Georgia Willoughby and Jeri Bossio, many nieces and nephews and caregiver Jackie.

HOWARD D. COX

Howard Cox sailed into safe harbor on August 22, 2004 at the age of 87. He first put on a boiler suit as a member in 1967 sailing into the early 1980s with various shipping companies including Lykes Brothers Steamship. Brother Cox was a resident of Whittier, CA and is survived by his wife Lee.

STEFAN CZAPLA

Stefan Czapla departed this life on June 21, 2004 at the age of 77. He first joined the MEBA in 1954 but sailed infrequently over the years collecting 4 years of pension credit. Almost 40 years later, he filed for retirement and settled down to Magnolia, TX. Brother Czapla is survived by his wife Dolores.

EDMUND FELIX

Edmund Felix booked his final passage on August 25, 2004 at the age of 79. He earned 25 years of pension credit before hanging up his boiler suit in 1974. Brother Felix last put to sea a few months before his retirement for Prudential Lines. He was a resident of San Diego, CA and is survived by his wife Renate.

HARLAND C. FIELD

Harland Field made his final crossing on June 10, 2004 at the age of 78. He strung together over 28 years of pension credit during a lengthy and productive career. Brother Field last went to sea for MEBA-contracted Keystone Shipping in 1976, a year before his retirement. He was a resident of Las Vegas, NV.

DAVID M. FRENCH

David French sailed into the next life on August 5, 2004 at the age of 66. The Union welcomed him as one of their own in 1964 and he plied the waves as a member for over 30 years finally retiring in 1998 with almost 21 years of pension credit. A resident of Woodlands, TX, Brother French is survived by his wife Nadine.

LEOPOLD L. GAIN

Leopold Gain set sail for uncharted waters on June 18, 2004 at the age of 82. In a very active career with the Union, Leopold racked up almost thirty years of pension credit in close to thirty years sailing under the MEBA banner. He last shipped out in 1984 for U.S. Lines before filing his retirement papers soon after. Brother Gain was a resident of Sunny Isles, FL and is survived by his wife Margaret.

GEORGE G. GANDY

George Gandy steamed into the sunset on August 13, 2004 at the age of 91. One of the "Greatest Generation" mariners, George sailed for Union and country during World War II and Korea and collected 25 years of pension credit before putting his sea bag away in 1963. Brother Gandy was a resident of Noblesville, IN and joins his wife Gail who died in 1996. He is survived by his son Robert.

GUY J. GREGOIRE

Guy Gregoire sailed toward safe haven on July 4, 2004 at the age of 71. Guy saddled up with the MEBA in 1981 and drew out over ten years of pension credit during a seafaring career that lasted until late 1994. Brother Gregoire made his home in Fairhope AL and leaves behind wife Shirley.

ROBERT B. HANKINS

Robert Hankins set course for calmer waters on March 10, 2004 at the age of 80. Brother Hankins spent 40 years in MEBA blue and gold and first shipped out as a new member in 1946. His seafaring career wound down in 1985 after a final stint with Farrell Lines. He was a resident of Lakehurst, NJ and is survived by his wife Lillian and son Bruce.

FRANK C. HARDEN

Frank Harden stood his final watch on March 26, 2004 at the age of 79. Frank got the good news that he made MEBA membership on the first day of 1963. He proceeded to put together a colorful and productive seafaring career that netted him over 28 years of pension credit. He last went to sea in 1992 for MEBA-contracted Puerto Rico Marine before settling down to Lansdowne, PA. Brother Harden is survived by his daughter Donna Harden and joins wife Gertrude who died in 1998.



JAMES E. HARRIS

James Harris eased into the firmament on November 13, 2004 at the age of 80. He joined the U.S. Maritime Service Training Station for apprentice seamen in St. Petersburg, FL in 1942 and sailed various engine room jobs on NMU contracted vessels until receiving his Third's license. He then retired from the NMU and joined the MEBA all on the same day in 1951. From there, he strung together a colorful and prosperous career that netted him 25 years of pension credit until he finally hung up his calipers in 1981 following a final shipping job with Waterman Steamship. Brother Harris was very appreciative of the MEBA and the Calhoon MEBA Engineering School where he attended many classes, updated his skills and received his Chief's license. He was a lifetime resident of Montgomery, AL and is survived by his wife Ethel and sons James, Charles and John.

ELIJAH C. HERRINGTON

Elijah Herrington crossed the final bar on July 23, 2004 at the age of 98. Elijah profited from his MEBA experience which netted him over 12 years of pension credit that he put to good use. He took his retirement from the sea in 1973 and settled down to Rusk, TX. Brother Herrington is survived by his wife Elsie.

ROBERT H. INSCHO

Robert Inscho journeyed to the great beyond on May 13, 2004 at the age of 80. He first slipped on a boiler suit as a member in 1957 and sailed off and on for the next 33 years earning over 12 years of pension credit in the process before settling down for good to Dallas, TX in 1990. Brother Inscho is survived by his wife Margaret.

JOHN R. JACOBS

John Jacobs embarked on his final passage on June 30, 2004 at the age of 86. John suited up in MEBA blue and gold during the dark days of World War II. He also sailed for Union and country in Korea and Vietnam racking up a whopping 36 years of pension credit in the process. He last went to sea in 1983 for Lykes Brothers Steamship Co. Brother Jacobs made his home in Sebastian, FL and is survived by his son John, Jr. and daughter Sheryl Jacobs.

HARRY D. KEEN

Harry Keen shipped off toward his final destination on August 8, 2004 at the age of 79. Harry invested 32 years as a member beginning in 1954 making every one of those years count. He retired from the sea in 1986 with 32 years of pension credit and returned to his home in Makawao, HI. Brother Keen is survived by his wife Aurora and son Jose.

EDWARD F. KILLEN

Edward Killen sailed off toward his final port call on June 2, 2004 at the age of 82. He was a sailing member from the old school wrapping up a lengthy career with 20 years of pension credit in hand by the time he came back to the beach for good in 1964. He last sailed for Weyerhaeuser Steamship shortly before he filed for retirement. Brother Killen lived in Lauderdale-By-The-Sea, Florida and is survived by his wife Irene and sons Richard and Robert.

MARTIN A. LUND

Martin Lund awoke to life immortal on August 30, 2004 at the age of 80. He first suited up in MEBA blue & gold in 1967 and shipped out during a successful seafaring career for the next 18 years. After a final stint with U.S. Lines in 1984 he filed for retirement with 16 years of pension credit in hand. Brother Lund was a resident of Napa, CA and is survived by his wife Patricia and children Shelly and Monique.

FRANKLIN S. McCLELLAND

Franklin McClelland sailed into safe harbor on September 3, 2004 at the age of 81. He had a mammoth MEBA career racking up over 35 years of pension credit dating back to 1946 when he first put on an MEBA boiler suit as a member. His last shipping job was for Trinidad Corp. in 1984 shortly before starting his new life as a pensioner. Brother McClelland was a resident of Vancouver, WA and is survived by his wife Edith among many other friends and family.

WILLIAM C. MENZLER

William Menzler reached the end of the line on June 28, 2004 at the age of 77. He was confirmed into the ranks of the MEBA in 1970 and strung together over 17 years of pension credit during the next 23 years in the Union. As late as 1992 he was working various night relief jobs. A resident of Aventura, FL, Brother Menzler is survived by his wife Anne.

GEORGE H. MITTAN

George Mittan reached his final shore on June 14, 2004 at the age of 92. After collecting his milestone 20 years of pension credit he filed for retirement and became a pensioner n 1964. Brother Mittan made his home in Vancouver, WA and is survived by his wife Monica.

JOSEPH L. PACE

Joseph Pace crossed the final bar on May 17, 2004 at the age of 66. His seafaring career as an MEBA member began in 1965 and he put together a productive and prosperous career under the blue and gold during parts of four decades. In 1996, after picking up over 23 years of pension credit, he came in from the sea for good. Brother Pace settled down to Georgetown, TX and is survived by his wife Donna.

WILLIAM B. PEDLAR

William Pedlar steamed into the hereafter on January 10, 2004 at the age of 81. He first turned a set of wrenches as a member in 1959 and put together a successful thirty year run with the Union that netted him over 28 years of pension credit. Brother Pedlar last sailed for MEBA-contracted Puerto Rico Marine before living out his golden years in St. Simons Island, GA. He is survived by his wife Rose Marie and daughters Michelle and Gwendolyn Pedlar.

HAROLD PEPITONE

Harold Pepitone sailed off toward his final port call on August 14, 2004 at the age of 76. Harold plied the waves under the MEBA banner for 33 years dating back to his earliest days of membership back in 1962. After shipping out a final time with Lykes Brothers Steamship Company adding to his final total of 33 years of pension credit, Brother Pepitone called it a career and settled down to Marksville, LA.

ERNEST ROWAN

Ernest Rowan set sail for uncharted waters on July 18, 2004 at the age of 75. He first slipped on a boiler suit as a member in 1965. Ernest led a memorable and prosperous seafaring career that wound down in 1996 with his retirement following a final shipping job with Sea-Land Service. With over 20 years of pension credit in hand, he settled down to San Francisco, CA. Brother Rowan is survived by his wife Kiyo.

MICHAEL P. SAKELSON

Michael Sakelson made his final call on September 6, 2004 at the age of 78. A member of District No. 3 - the Radio Officers Union (ROU), Michael sailed in ship radio shacks for nearly forty years amassing 38 years of pension credit in the process. Brother Sakelson last shipped out with Sea-Land Service in 1984 before hanging up his headset and retiring to Sun City West, AZ.

CHARLES A. SKIDMORE

Charles Skidmore steamed into the sunset on August 13, 2004 at the age of 64. Charles suited up with the MEBA in 1966 and put together a successful seafaring career that earned him 22 years of pension credit. He dropped anchor for the final time in 1991 after a final shipping job with American Overseas Marine Corp. Brother Skidmore made his home in East Palatka, FL and is survived by his wife Jacqueline and daughters Marjorie and Dianne Skidmore.

GUY W. SNYDER

Guy Snyder stood his final watch on June 30, 2004 at the age of 92. Guy hit the 20 years of pension credit plateau in 1965 following a colorful and prosperous career at sea. Brother Snyder was a resident of Bloomsburg, PA and is survived by his brother Wayne.

WILLIAM SOUTH

William South crossed the final bar on June 3, 2004 at the age 79. A member of the Brotherhood of Marine Officers (BMO), which he joined in 1965, Brother South sailed for the next 20 odd years accruing over 14 years of pension credit before finally putting away his sea bag for good in 1987. His final shipping job was for Worth Oil Transport. He is survived by his wife Anna.

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

HR 23 – THE BELATED THANK YOU TO THE MERCHANT MARINERS OF WORLD WAR II ACT OF 2005

The Merchant Marine of World War II is often referred to as "the forgotten service." Despite the fact that the Merchant Marine suffered one of the highest casualty rates of any of the branches of the armed services during World War II, they did not receive the same level of benefits as their fellow servicemen after the war.

While those who served in the Army, Navy, Marine Corps, Army Air Corps and Coast Guard were given full GI Bill benefits and veteran status under Social Security, those veterans of the Merchant Marine were not given any veteran status at all for more than four decades. It was not until the MEBA and the American Maritime Congress took the lead to press Congress for these rights that the merchant mariners were given veterans benefits under the Seaman Acts of 1988, but they were still not considered veterans for Social Security purposes.

Congressman Bob Filner (D-CA) has introduced a bill to this session of Congress that would ameliorate this injustice. HR 23, The Belated Thank You to the Merchant Mariners of World War II Act of 2005, would provide a monthly benefit of $1000 for all World War II Merchant Marine veterans and surviving spouses, and would classify them as veterans under Social Security.

The NMEBA believes that there are a significant number of our retirees that could benefit from this legislation, and we strongly urge Congress to pass this legislation and recognize the tremendous achievements of our World War II Merchant Marine veterans.

PASSED UNANIMOUSLY – MARCH 22, 2005

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

SUPPORTING THE TROOPS

In the last year, America's military forces have been stretched to limits few could have foreseen. From combat involvements in Iraq and Afghanistan, to serving as peacekeepers in the Balkans and elsewhere, to assisting Florida residents in recovering from a series of deadly hurricanes, the men and women of the armed forces, guard and reserves have answered the call to duty.

Then came the devastating earthquake and tsunami of December 26 in South Asia. Troops involved in war efforts suddenly became a vital link to humanity and salvation for hundreds of thousands of victims. Soldiers passed out food, helicopter pilots flew in supplies and equipment, and sailors transformed the sea into drinkable, life-saving water.

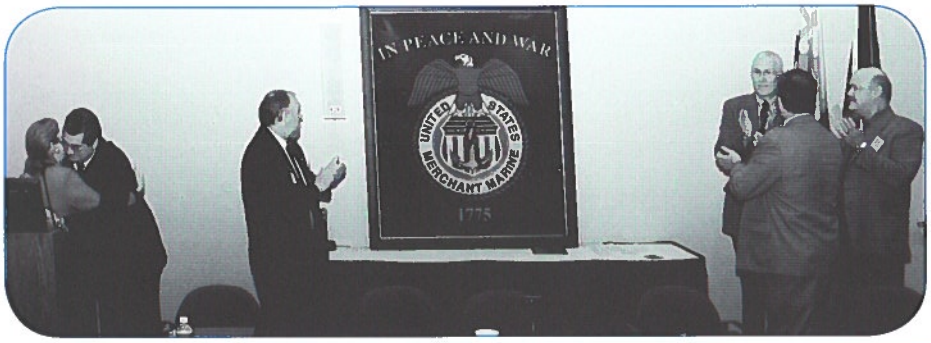
Among these brave and dedicated men and women are a great many of our own Brothers and Sisters. MEBA and other union's members have stepped out of overalls, utility belts, bakers' aprons and hospital garb to don the uniform of their country. Their deeds will not be forgotten.

Making sure these troops stationed overseas are well supplied are the men and women of the U.S. Merchant Marine. Throughout Operation Iraqi Freedom, crewmembers aboard U.S.-flag vessels have maintained a steel bridge between the United States and the ports outfitting the troops. Their support of soldiers, sailors, airmen and marines has been and continues to be unwavering.

U.S. merchant mariners also answered the cry of help from Indonesia, Thailand, Sri Lanka, and the other countries affected by the tsunami. U.S. civilian-crewed military vessels headed to Iraq were turned around and sailed full steam to the ravaged areas. They were among the first to provide relief.

The NMEBA, along with the Maritime Trades Department, AFL-CIO, its affiliates and port maritime councils once again salute the valiant work being performed by the members of the U.S. armed forces and Merchant Marine. In war and in peace, they truly answer the call.

PASSED UNANIMOUSLY – MARCH 22, 2005



AMC's President Gloria Tosi unveiled this beautiful Merchant Marine tapestry that will find a home in a place of prominence at the School. Pres. Davis expresses appreciation to Gloria at left as NEC officials applaud.



One of the Delegate breakout groups takes a pause from their work. Left to right is Karol Kingery, National V.P. Bud Jacque, National Secr.-Treas. Cecil McIntyre, Bill Campbell, Jon Anderson and Lou Coulson who is flashing some thigh. Brother Coulson's service at the Convention was his last official act for the Union before his retirement became effective later that week.

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

AVIATION

The NMEBA wishes to express its support and solidarity with its brothers and sisters in the aviation industry. Even before 9/11, the aviation industry has been under enormous financial pressures. These pressures have resulted in large numbers of lay-offs, wage cuts, and generated significant uncertainty in regards to pension and retirement benefits for the tens of thousands of workers employed in the industry.

Our own industry has weathered economic downturns that can easily be seen as similar to those of the aviation industry. And we have seen the same kind of industry consolidation that is currently occurring there. Just like maritime, the events of 9/11 have resulted in significant attention and changes that have reverberated throughout all aspects of their industry.

The NMEBA pledges its steadfast support of its brothers and sisters in the aviation industry, particularly our own affiliate, the Professional Airways System Specialists (PASS). We will stand by them and their fellow aviation unions in these trying times.

PASSED UNANIMOUSLY – MARCH 22, 2005

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

RECOGNIZING THE MARINE ENGINEERS' BENEFICIAL ASSOCIATION AND THE INTERNATIONAL ORGANIZATION OF MASTERS, MATES AND PILOTS ON THE OCCASION OF THEIR 130th and 125th ANNIVERSARIES

For both the NMEBA and the IOMMP, 2005 is an important year. NMEBA celebrates its 130th anniversary this year, and our brothers and sisters in the MM&P celebrate their 125th anniversary as well. It is a testament to the loyalty, skill and hard work of the members of both organizations that each has reached such momentous milestones.

The world is much different today than it was when both our great unions were founded, but the ideals of patriotism, an honest day's work, unity and friendship have weathered the years – leading us as much today as they did our forefathers.

Congratulations to both the MEBA and the MM&P for these momentous achievements, and may both organizations thrive and prosper for many years to come.

PASSED UNANIMOUSLY – MARCH 22, 2005



The convention afforded the opportunity for all segments of the MEBA world to come together. Left to right is ABIM (MEBA)-Panama Secretario General Luis Yau Chaw, Jacksonville Rep. Tom Suneson, ABIM Seguridad General Rolando Arrue, San Francisco Patrolman Edward MacCormack and MEBA member Patrick Bevers.



MEBA's Organizing Director Robert Martin (center) flanked by a pair of convention speakers on Day Two. At left is John Flynn, who is the Counselor to the Secretary of Labor Elaine Chao. At right is American Federation of Teachers' Secretary-Treasurer Nat LaCour.



Left: MM&P President Capt. Tim Brown (with MEBA Pres. Ron Davis) being presented an engraved pewter plate commemorating his appearance and remarks at the convention. Both unions are celebrating landmark anniversaries this year.



MEBA District No. 1 Gulf Coast officials during a break at the convention. Left to right are Tampa Rep. Kevin Behen, New Orleans Patrolman Michael "Moose" Mallini, Gulf Coast V.P. John McCurdy, Houston Patrolman Donn Reamer and Houston Branch Agent Lou Marciello.

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

THANKING THE MARITIME TRADES DEPARTMENT (AFL-CIO)

The National Marine Engineers' Beneficial Association wishes to thank the Maritime Trades Department and its affiliates for their continued leadership in promoting the American Merchant Marine and the maritime industry.

Comprised of 29 affiliated unions, the MTD brings a serious and knowledgeable voice on every issue affecting maritime labor and the maritime industry in general.

Regardless of where one lives, every American is touched by the maritime industry everyday. With over 95% of the goods and materials entering America every day being borne by ocean-going vessels, it is critical that there be an organization determined to ensure the safety, security and continued prosperity of this important aspect of our national economy. Under the leadership of President Michael Sacco, the Maritime Trades Department fills that role with skill and integrity.

NMEBA is proud to work in tandem with so many dedicated, active and engaged unions, and is committed to continuing the strong relationship we have with the Maritime Trades Department.

PASSED UNANIMOUSLY – MARCH 22, 2005

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

THANKING THE TRANSPORTATION TRADES DEPARTMENT (AFL-CIO)

The National Marine Engineers' Beneficial Association wishes to thank the Transportation Trades Department and its affiliates for their continued leadership in promoting all aspects of the transportation industry in America. The NMEBA is proud to be a founding affiliate of the TTD.

Comprised of 35 affiliated unions, the TTD brings a wealth of information and knowledge to the table in Washington, and is a much-relied on resource for the Congress and Administration.

Under the able leadership of President Ed Wytkind and Secretary-Treasurer Mike Ingrao, TTD constantly pushes a progressive agenda to ensure that America's transportation infrastructure is strong and capable of meeting our nation's needs.

NMEBA is proud to work in tandem with so many dedicated, active and engaged unions, and is committed to continuing the strong relationship we have with the Transportation Trades Department.

PASSED UNANIMOUSLY – MARCH 22, 2005

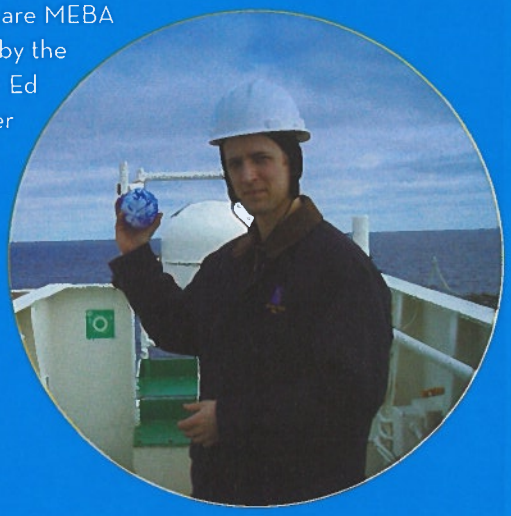
Recent Retirees

Craig K. Abbiss
John A. Ballenger
Douglas E. Bull Jr.
William W. Cable
Joseph P. Carter
Hector Castro Chamorro
Louis F. Coulson
Michael C. Derke
Donald L. Derus
Goran Fatovic
Howard W. Foster
Charles E. Hinton
Frank M. Hribar
Forris L.H. Hudkins
James R. Johnston
Leslie K. Kempf
Richard L. Kohn
George R. Lambert
Kenneth T. Lomers
Gerald G. Makarewicz
Riccardo A. Mercogliano
George A. Messer
Timothy J. Neeson
Joseph B. Nelson Jr.
Barry W. Newsom
Robert L. Phelps
Nicholas W. Priscu
Robert W. Powell Jr.
Leland Respress
Cy L. Roberts
Nathan H. Rosenthal
Valerie D. Sanders
John E. Schneider
Kenneth W. Sheets Jr.
Gary Sherman
William Shockley
Brian G. Spence
Walter R. Spiridonoff
Timothy D. Sullivan IV
Gerald Sweeney
Edward M. Terkanian
Floyd O. Titus II
Karol P. Tomaszewski
Francis L. Walsh
Eric E. Wight
Richard J. Zaleski

Faces Around the Fleet



Left: Members turned up at a rally in San Francisco to protest current proposals that would harm the social security system. Left to right are MEBA member Mike Tucey (hidden by the sign), MEBA's S.F. Patrolman Ed MacCormack, MEBA member Mike Bird and MEBA S.F. Rep. Jim Anderson.





Above: At an award ceremony aboard the Keystone-managed CAPE VICTORY, members were presented with Merchant Marine Expeditionary medals for their service during the ongoing Operation Iraqi Freedom. Left to right on the bridge wing are Houston's Patrolman Donn Reamer, MEBA applicant and 3rd Mate Stewart Gillette, Jr., C/M Mark McNiel, MEBA applicant and 3rd Mate Charles McCann, Capt. Kevin Brooks, and MEBA applicant and 2nd Mate Camy Thompson. MEBA deck and engine officers serve aboard the vessel.

Above: Joe Shipley on the OVERSEAS NEW YORK helping to commemorate the 9/11 victims. A Seattle glass blowing studio, "Art by Fire," is distributing hundreds of these handmade glass floats worldwide which are stamped "Never Forget 9/11." Mariners cast them overboard so they can drift to distant shores for people to find, paralleling the "diverse nationalities of the victims." Visit wwwArtbyFire.com for more details.



Right: Members like Raymond Hall (c) help keep MEBA's voice strong on Capitol Hill. Brother Hall is seen here at the Houston hall with his $1,000 contribution to MEBA's Political Action Fund (P.A.F.). On the left is Houston Branch Agent Lou Marciello with Patrolman Donn Reamer at right.

Faces Around the Fleet



Right: MEBA's Representative at our Cleveland Union hall Tom Trundy (l) presenting new retiree Frank Hribar his first pension check. Frank is the first MEBA member to retire out of the Cleveland hall since its reopening.



Above: 3rd A/E Fred Heppard (left) and C/E Rick King came off their ship (M/V SULPHUR ENTERPRISE) to visit the new Tampa Union hall.



Above: Eight-year old Jonathan Galka, son of MEBA engineer Michael Galka, took first place at a sea shell exhibition in Pompano Beach, FL recently. He also won the "Best Student" and the "People's Choice" award.



Left: MEBA supported the United Farm Workers in a demonstration against Gallo wines recently. Gallo workers have been toiling without a contract since November 2003. At left is our Patrolman in San Francisco Ed MacCormack with member Roger Swanson.

MEBA DIRECTORY



Ron Davis
President



Cecil McIntyre
Secretary-Treasurer



Louie "Bud" Jacque
Executive Vice President



Don Keefe
Atlantic Coast Vice President



John McCurdy
Gulf Coast Vice President

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William P. Doyle, Deputy General Counsel
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New Orleans, LA 70113
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San Francisco
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MEBA School—Advanced Firefighting



Smokin'!! Having performed the fire extinguishing and rescue drills, a member exits the training building.



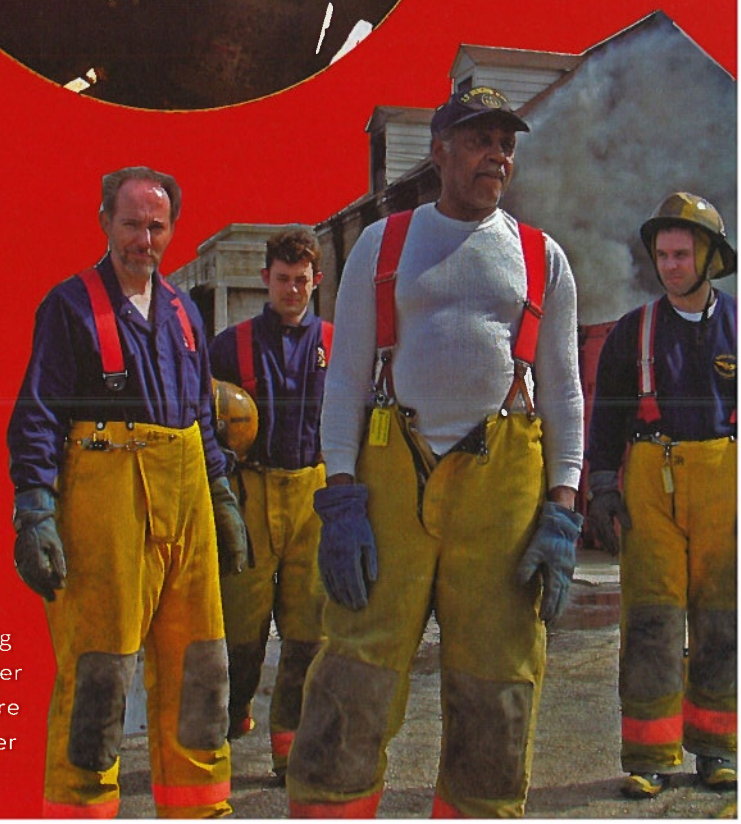
Eric Gleason puts down a raging blaze as Instructor Barry Van Vechten and Tim Knotts look on approvingly.



Students remain cool under fire as they charge in and fight the inferno inside the structurally sound training facility building.



Students benefited from a number of instructors with a vast amount of experience overseeing the drills. Left to right are Andrew Jensen (Asst. Chief of the Easton Volunteer Fire Department), Tim Knotts (Chief of Easton Volunteer F.D.), Edwin "Smoke" Joiner (Capt. BWI Airport Fire Dept. & University of Maryland fire instructor), MEBA Instructor Pete Vigneri and MEBA Instructor Barry Van Vechten.



MEBA members in the Advanced Firefighting course offered at the Calhoon School face an intensive week drilling on how to combat a situation onboard ship involving fire. Students take advantage of Maryland's Anne Arundel County Fire Training Facility which allows them the hands-on training available few other places. Standing in front of the structurally sound building they are preparing to enter are (l-r) Richard Doherty, Jason Darcy, Walter Hutchinson and Patrick McGourthy.