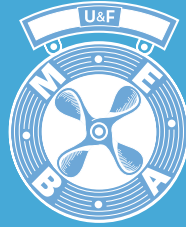


MARINE OFFICER

September-November 2004 Volume 14, Number 5

Marine Engineers' Beneficial Association (AFL-CIO)



Off the Blocks:

MEBA Nails Down Slots on New Ships

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ON THE COVER:

A wave of newbuild vessels by MEBA contracted companies is helping to provide stability and jobs into the future. The Matson ship MAUNAWILI sits in Kvaerner Philadelphia Shipyard on the cover. Inset from top to bottom are the Norwegian Cruise Lines-America vessel PRIDE OF AMERICA, the Staten Island Ferry JOHN J. MARCHI and the B.P. Shipping (Alaska Tanker Company) newbuilds ALASKAN FRONTIER and ALASKAN EXPLORER. (Photos courtesy of Kvaerner Philadelphia Shipyard, Paul Musotto, NYCDOT & NASSCO Shipyard).

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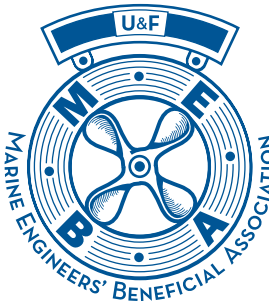
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The Marine Engineers' Beneficial Association (MEBA) is the nation's oldest maritime labor union established in 1875. We represent licensed engine and deck officers aboard seagoing vessels, ferries and government-contracted ships. Our members also serve 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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NEW SHIPS LOCKED IN

We have a historically large number of new ships either just completed or on the way. These vessels offer promise that MEBA will continue to thrive in the future. We've already seen a number of newbuilds come on line, and we have new contracts with some vessels previously operated by non-MEBA officers. These are exciting times, and this issue of the *Marine Officer* will hopefully familiarize you with the latest vessels and jobs available.

I have been fortunate to attend a number of christenings since 2002. Some of the ships are no doubt familiar to you, others you may not know about. This past year, I was present to see Matson Navigation accept delivery of a second new containership, the MAUNAWILI. This ship is operating between the West Coast, Hawaii and Guam. I was also present to see Alaska Tanker Co. accept its newest vessel, the ALASKAN FRONTIER, earlier this year. That ship is operating between Alaska and the West Coast.

Our ferry systems have also been investing in new vessels. The Staten Island Ferries have taken delivery of the new GUY V. MOLINARI and are revving up for additional newbuilds including the JOHN J. MARCHI. The Alaska Marine Highway System (AMHS) has an exciting new fast ferry – the FAIRWEATHER – that will soon be joined by the CHENEGA. AMHS also added the LITUYA operating between Metlakatla and Ketchikan. All of these newbuilds will be crewed by MEBA officers.

The Military Sealift Command is moving into high gear in its newbuilding program for at least six new vessels of the LEWIS AND CLARK class. Construction is underway on two ships and contracts have been signed for the next four. The government is working now to make arrangements for another half dozen vessels of this type, for a total of 12 over the next 10-12 years.

The Maritime Security Program, reauthorized last year, also offers opportunity for MEBA. The legislation calls for an expansion from the current 47 ships to 60 participating vessels beginning next year. As part of that legislation, the government is committed to assist in the construction of a new class of product tankers. Up to five tankers may be built. I'm pleased that MEBA-contracted companies are very prominent in the early competition to expand participation in the Maritime Security Fleet and operate additional ships.

Besides the newly built vessels and those under construction, we have new contracts bringing in ships. These vessels offer MEBA officers new employment prospects. The most recent

“acquisition” is with MEBA-contracted Horizon Lines, which won a contract for the operation of seven Military Sealift Command Oceanographic Survey vessels.

Just as significant as the new MSC contract is the hard fought effort to make sure that MEBA officers were on the new U.S.-flag cruise ships operating in Hawaii. This past summer, MEBA officers began serving aboard the NCL America cruise ship PRIDE OF ALOHA. With 31 billets, this ship represents a strong start for MEBA officers in the cruise ship industry. NCL America expects to bring an additional four more ships under the U.S. flag, all exclusively crewed with MEBA officers. In addition to the cruise ships scheduled to enter service over the next couple of years, several other MEBA-contracted companies are looking closely at plans to build or acquire new vessels in early 2005.

Besides newbuilds and new ships entering the MEBA fleet, we are also seeing some of our existing ships change management. The long expected transfer of vessels from USSM to Maersk began late this summer. The ship turnover schedule has already been set in motion and at least nine vessels will have transferred to Maersk by the end of the year. MEBA officers serving aboard the DELAWARE BAY and the CHESEAPEAKE BAY also went through the experience of changing ship managers.

We got some bad news in September when Patriot Contract Services was informed by MSC that it had lost its contract in a competitive bid for the operation of nine large, medium speed, roll-on/roll-off (LMSRs) sealift vessels. However, Patriot is protesting that decision and will continue to operate the vessels at least into the second quarter of 2005.

So the news about new vessels for the MEBA is quite good. We have battled for these ships and jobs when it became necessary. And we will continue to fight in the future to make sure that MEBA members continue to have access to a broad range of solid maritime jobs. ■

IN UNITY & FRIENDSHIP,
MEBA PRESIDENT

Defending the Jones Act

BY CONGRESSMAN NEIL ABERCROMBIE

Over the years, we have faced intermittent attempts to repeal or weaken the Jones Act, which requires that cargo moving between U.S. ports be carried on U.S.-flag vessels.

Opponents of the Jones Act ignore its importance to the U.S. economy and U.S. national security. It provides reliable, efficient transportation within the United States; it generates millions of dollars in state, local and federal tax revenues; it provides thousands of jobs to U.S. citizens who enjoy the protection of U.S. law; and it plays a crucial role in our national security. In particular, Jones Act opponents ignore its importance as a vital link between the U.S. mainland and non-contiguous territories and states— including my home state of Hawaii.

The fundamental facts are plain to anyone who goes to the trouble of taking a close look at the Jones Act. That's why it enjoys strong bipartisan support in Congress and by every recent President—Carter, Reagan, Bush Sr., Clinton, and George W. Bush.

First and foremost among my reasons for defending the Jones Act is what it means for the men and women who crew U.S.-flag vessels. As documented in the article, "Anarchy at Sea" (William Langewieche, *Atlantic Monthly*, September 2003), the foreign-flag maritime trade is "a domain increasingly beyond government control, vast and wild, where the laws of nations mean little...." Vessels are largely unregulated. Their Third World crews work for slave wages under dangerous conditions, and benefits like medical coverage are nonexistent.

U.S.-flag seafarers, on the other hand, have the right to bargain collectively; they earn wages that meet American standards; their ships are subject to U.S. government inspection and safety standards; and they enjoy the protection of U.S. labor laws. These conditions were won in some of the toughest struggles in U.S. labor history, at the collective bargaining table, and in political struggles that spanned a century or more. Repealing the Jones Act would repeal these hard won gains and allow our domestic maritime trade to be conducted under Third World conditions. Such an abandonment would be unconscionable.

What arguments are left to Jones Act opponents? One of their claims is that repeal would "open up" the non-contiguous shipping market. However, an open market exists today. All that is required of shippers is that they abide by the same U.S. laws and regulations as every other service provider in the trade. This ensures that no entrant gains an advantage over its competitors by virtue of special economic benefits — such as freedom from U.S. taxation — that are not available to all participants.

Non-contiguous areas like Hawaii are not captive markets subject to extortionate shipping rates. A 1997 U.S. Department of Transportation (DOT) report

to Congress found that shipping rates in the Hawaii trade had actually declined in real terms. The report determined that "after adjusting for inflation, westbound shipping rates in 1995 were less than 70 percent of their 1985 level and eastbound rates were just over 60 percent of their 1985 level."

One of the biggest myths thrown around by Jones Act opponents is exaggerated claims about consumer costs. These claims— of differentials of 40 percent or more— are hogwash. In 1991, the U.S. International Trade Commission (USITC) estimated that the Jones Act "cost" the U.S. economy between \$3.6 and \$9.8 billion annually. The \$9.8 billion figure is presumably the basis for assertions by Jones Act opponents that it costs Hawaii \$600 million per year, or \$1000 for every Hawaii resident. (I say "presumably" because they never reveal the basis of their calculations.) In 1993 and 1995 the USITC revised its cost estimates downward.

Reviewing the 1995 Update, the General Accounting Office (GAO) concluded that the USITC had not fully considered the costs of compliance with U.S. laws, particularly in the areas of tax, labor, and employee protection. In subsequent reviews, as the Commission gave more consideration to these factors, the estimated costs of the Jones Act have come down even further. When the Commission next revised its estimate in 1999 the imputed cost had fallen to \$1.3 billion. By 2002, the number had fallen further to \$656 million for the U.S. economy as a whole. That pushes the annual Jones Act cost to Hawaii down to \$6.7 million, or \$5.52 per person—less than the price of a movie ticket.

The Jones Act is widely recognized as an important component of U.S. national security, an issue ignored by its opponents.

During Operation Iraqi Freedom, U.S.-flag operators, shipyards, and American seafarers from Jones Act ships provided vital support to military operations. This support included use by the Defense Department of a Jones Act roll-on/roll-off vessel from the Alaska trade to transport military equipment to the Persian Gulf, as well as the efforts of hundreds of American civilian seafarers to crew the 40 ships activated from the U.S. Government's Ready Reserve Fleet to aid in the sealift effort. The DoD's USTRANSCOM Commander, General John W. Handy, USAF, acknowledged: "[w]e simply cannot, as a nation, fight the fight without the partnership of the

The U.S. build requirement of the Jones Act is as important to national security policy as it is to maritime industry. A 2001 national assessment of the U.S. shipbuilding and repair industry by the Department of Commerce concludes "[i]t is essential that the capability and infrastructure needed to build ... ships is resident in the United States because it provides added assurance that they can be built, repaired, and maintained during times of conflict."

The U.S. shipyards that build large, oceangoing vessels for the non-contiguous Jones Act trades are key parts of the national shipbuilding industrial base upon which the U.S. Navy relies for construction

ONE OF THE BIGGEST MYTHS THROWN AROUND BY JONES ACT OPPONENTS IS EXAGGERATED CLAIMS ABOUT CONSUMER COSTS.

commercial maritime industry. ... Our nation's organic sealift capability ... would literally be useless without the support of the commercial maritime industry."

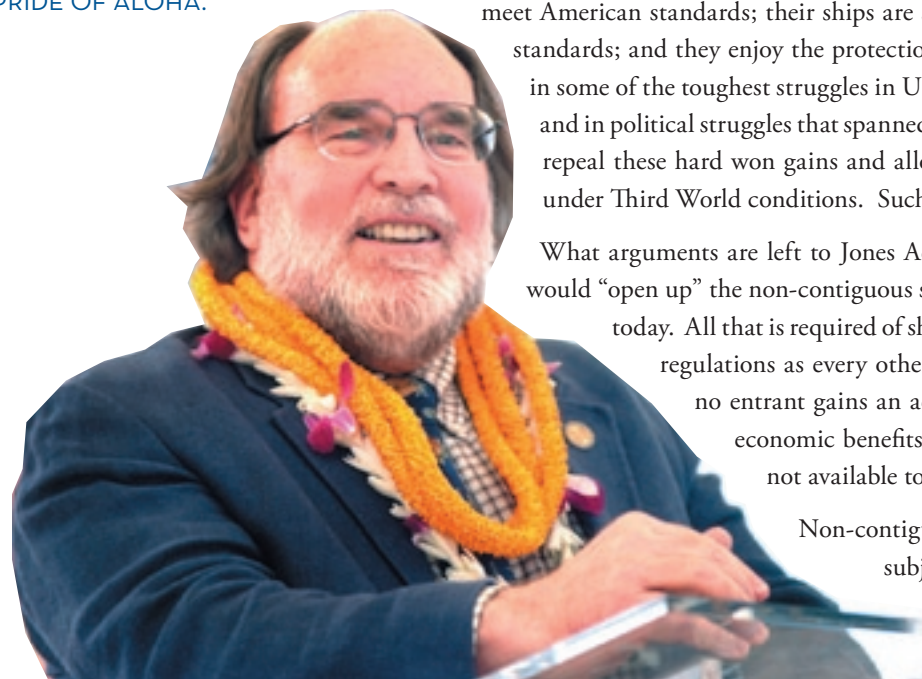
The U.S. Navy characterized a 1997 bill to repeal the Jones Act as "inconsistent with the President's National Security Sealift Policy". The Navy further commented that the bill "... adversely impacts ...(a) the numbers of vessels in the commercial U.S.-flag merchant marine available to support defense deployment and essential economic requirements; ...(b) the numbers of U.S. citizen mariners available to crew strategic sealift ships owned and operated by the Military Sealift Command and Maritime Administration; and ...(c) the maritime industrial base of shipyard and repair facilities..."

of major combatant vessels. Hundreds of other smaller shipyards contribute both to the construction of smaller naval vessels and repair of all but the very largest Navy ships. All of these yards depend on commercial building for the Jones Act in combination with their Navy work to stay in business. At the same time, the commercial work done by these yards helps reduce the cost to the Navy of repairs or construction in those yards by lowering the overhead cost to the taxpayer.

Our U.S.-flag vessels and the men and women who crew them are an essential part of America. It is the Jones Act that makes them American. In defending the Jones Act, we defend America and everything it stands for. ■

Rep. Neil Abercrombie (D-HI) was kind enough to provide this article especially for the MEBA.

In this photo the Congressman, who was one of the key legislators to help enable the return of the U.S.-flag cruise ship industry, was attending the inauguration ceremony in Hawaii for the MEBA-crewed PRIDE OF ALOHA.



Recent Retirees

James C. Adams Jr.
Albert E. Anable
Stephen M. Bukovics.
Timothy S. Chesley
Joseph J. Clonts.
David E. Cooney
David M. DeMilio
Russell W. Dippel
Gilbert M. Fileccia
Joseph A. Foss
Thomas L. Gedrich
Walter T. Gibb

Gordon A. Gibson
John H. Gibson IV
James P. Gillen
David J. Gypin
James P. Hannan
Eric S. Hill
Donald L. Hofer
Larry E. Kincer
James H. Krafthefer
Francis R. Laska
Robin R. Linker
Kirk W. Lourim

Jerry L. Lowrey
Fred J. Lozen
Dennis J. MacCumber
Gerald J. McCabe
Jeremiah T. McCarthy
James M. Mitchell
Kevin J. Murphy
Jude T. Petroski
Paul A. Post
George A. Reis
Rex A. Scott
Edward F. Sherwin

Peter R. Siefert
William O. Smith
Nicholas D. Squillante
Robert A. Stiefel
Barbara Stokes
Jeffrey J. Strickler
Brian D. Titilah
Robert G. Tompkins
Ivan M. Wallace
Edward J. Werking

MPB Open Enrollment

Open enrollment for the Money Purchase Benefit (“MPB”) Self-Directed Investment Option began on September 1, 2004 and runs through November 26, 2004. During open enrollment, participants that have remained in the Plan-Directed MPB option will once again be given the opportunity to enroll in the Self-Directed Option with the Vanguard Group. Similarly, participants currently enrolled in the Self-Directed Option will be given the opportunity to return to the Plan-Directed option.

The Plan Office, in cooperation with Vanguard, has completed the compilation of information and preparation of materials to be included in the enrollment kits. The kits were mailed to all eligible participants in August. A supply of additional kits is available at most vessels and ports.

Some important things to keep in mind during the upcoming months:

- Open enrollment began on September 1, 2004
- Kits and materials were mailed in August.
- Open enrollment ends on November 26, 2004
- Any changes you elect to make will become effective January 1, 2005
- If you are not going to make changes in your MPB investment vehicle, you DO NOT need to complete any forms
- In order to participate in the Self-Directed Option, you must be vested in your MPB account

Meeting Schedule

Port	November	December	January
Baltimore	Tues. 9	Tues. 7	Tues. 4
Boston	Mon. 8	Mon. 6	Mon. 3
Calhoon School	Wed. 10	Wed. 8	Wed. 5
Charleston	Tues. 9	Tues. 7	Tues. 4
Honolulu	Fri. 12	Fri. 10	Fri. 7
Houston	Tues. 9	Tues. 7	Tues. 4
Jacksonville	Wed. 10	Wed. 8	Wed. 5
Los Angeles	Fri. 12	Thurs. 9	Thurs. 6
New Orleans	Wed. 10	Wed. 8	Wed. 5
New York	Fri. 12	Thurs. 9	Thurs. 6
Norfolk	Fri. 12	Thurs. 8	Thurs. 6
Portland	Wed. 10	Wed. 8	Wed. 5
San Francisco	Tues. 9	Tues. 7	Tues. 4
Seattle	Mon. 8	Mon. 6	Mon. 3
Tampa	Fri. 12	Thurs. 9	Thurs. 6

Special Meetings, Week of November 29, 2004
According to the MEBA Constitution and By-Laws, Special Meetings will be held the week of November 29, 2004 to elect members of the Tallying Committee.

Members of the Tallying Committee will be elected at the meetings in New York, Baltimore, Seattle, Los Angeles and Houston. Alternate members will be elected in New Orleans and San Francisco.

According to the MEBA Constitution and By-Laws, no MEBA official or candidate for office is eligible for election to the Tallying Committee.

“SO MANY THINGS THAT WE DO AT THE SCHOOL ARE BECAUSE OF HIS IDEAS AND HIS IDEALS,”

Art Newberry Calls it a Career

ELEVATED CALHOON SCHOOL TO ELITE ACADEMIC LEVEL

A driving force at the Calhoon School for almost twenty years, Assistant Director Art Newberry has stepped aside after raising the academic profile of MEBA’s training facility to unprecedented levels of excellence.

Director Joyce Matthews and a horde of well-wishers packed the School’s Luebbe Center Conference Room in late August giving Art a rousing sendoff in celebration of his dynamic and incredibly productive career. Matthews told the packed room that next to Roy Luebbe himself—who headed the facility for 20 years from its inception in 1966—Art is likely the person who has made the greatest impact at the School. “His dedication

and tireless efforts have enabled us to uphold the School’s commitment to continuous improvement,” she pointed out.

Art was toasted by past and present School instructors, directors, friends and colleagues who came to congratulate and thank Art for a stupendous career. Others came from far and wide to salute Art including MITAGS Executive Director Glen Paine, the lead auditor from Det Norske Veritas Per-Arne Waloen, the American Council on Education’s Nancy Musick, USCG National Maritime Center chief Perry Stutman as well as the Union President who also serves as MEBA’s Chairman of the Board of Trustees. All showered Art with deserved accolades while cataloguing his distinguished career.

Many pointed out that Art’s vision to continually build upon the Calhoon School’s potential and his leadership in making those goals a reality has allowed the facility to earn elite status among continuing maritime education institutions. With his oversight, the School has mastered numerous accreditations and audits with flying colors. “Whatever it took to meet the needs of our membership – we did it,” the retiring Newberry noted.

“Art has cajoled, convinced and kicked a little butt to get us all on the same path,” Instructor Barry Van Vechten

affirmed. “When guidance was required you gave it,” Instructor Bob Smith pointed out to Art at the retirement party. “When support was needed you gave it willingly. When correction was warranted you also gave that willingly. And when praise was deserved -- this man was the first to say ‘you did a good job.’...The benefits that we are enjoying today as a union brotherhood are a result of his work ethic,” Smith acknowledged.

A former chief warrant officer with extensive teaching experience in marine engineering subjects in the Navy, Art was brought onboard at the School in 1977 when the facility was still located at 9 Light Street in Baltimore. “He’s the most organized person I’ve ever seen,” former Director Gil LaDana declared, and that organization spills over into the classroom...We really hit a home run when we hired this guy,” he reflected.

With the decline of the cadet program, Art ended his first tour of duty at the School

“Are we having fun yet?” Art has blown out the candles on his long career with the MEBA. His stay at the School has been pretty sweet.





Calhoon School Director Joyce Matthews served as the master of ceremonies at Art's farewell party. She had high praise for the incredible work Art has turned in under her leadership.

With Art's retirement, another club member of the "old boys network" has gotten away. Left to right are veteran instructors Thurland Wilkinson, Frank Walsh, Art Newberry and Tom Cannon.



in 1986 and pursued other opportunities for several years. But in 1994, after the Calhoon School's restructuring and relocation to Easton, MD, Art was sought out and brought back into the fold to head up Academics.

The last decade has seen the School hit a series of milestones as Art has helped raise the bar to a new standard by shuttling the facility through comprehensive DNV and Coast Guard audits. He has crafted the curriculum to a format in line with the International Maritime Organization, put the School ahead of the curve in developing courses to match STCW '95 demands, and helped make numerous courses eligible for college credit recommendations through the American Council on Education.

"So many things that we do at the School are because of his ideas and his ideals," Instructor Chuck Eser asserted. "It is a result of what he thought this School could be and should be as one of the premiere training institutes of continuing maritime education in the world."

Fortunately, the School has a host of gifted and capable instructors who will ensure that the level of academic excellence that Art demanded will never wane. Joyce Matthews has distributed Newberry's responsibilities among some of the School's most capable instructors who are more than ready to continue the momentum. Eser is one of those bright young stars. Designated as the new DNV liaison and intimately involved in course development, he has been tapped as the new Manager of Academic Affairs. Eser admitted that his job will be made infinitely easier since Art has left behind a well prepared staff and superbly ordered files. "It would have been impossible without all that organized work and attention to detail," he noted. As part of the reshuffling, other instructors have been tapped with new titles to reflect their additional duties. Barry Van Vechten heads up the Department of Emergency Response, Bob Smith leads the Department of Marine Engineering, Joseph Dengel oversees the Department of Electrical and Computer Technology and Scott Conway captains the Department of Deck Engineering.

"We've got one whale of a team at this School," Art declared on that August evening, days before his official retirement. "I've served under five directors," he continued. "Each one had their own management style – their own agenda and priorities. But the key factor was that each of those directors had the overwhelming desire to make this the best possible educational facility—and by God—we did it!"

He predicts continued greatness in the future for the School as it continues under the solid leadership of Joyce Matthews. "Joyce has the vision, the intestinal fortitude and the energy to make it happen," he said. "So it's a good time for me to retire. This excellence will continue – the School is poised for great things." ■



Art has made his mark on the School during his stellar career. His influence will make a positive difference on those who continue the good work. Left to right is Librarian Lisa McNeal, Jerry Lechner (retired member who assists on Steam Engineering), Art Newberry and Maureen Gantz who serves as the Administrative Assistant to Director Joyce Matthews.



The Gas Turbine Engineering course is staged twice a year and lasts for four grueling weeks. Left to right is Jose Velez, Eugene Smith, Ronald Petrocelli, Witold Szyfter, Charles Kellett, Richard Herring, Michael Tucey (obscured), Charles Feist, Christine Van Hulle, Richard Boggs and Instructor Bob Smith.



Ship's Management will be taught twice during 2005. Tom Cannon ushered a group of students through the course earlier this year. From left to right is Henry Faulhaber, Deborah Sage, Instructor Tim Cannon, Frank "Andy" Wyrick, James Curran and Richard McNair.



Instructors Frank Walsh and Val Sanders shuttled another classload of students through the Machine Shop course last spring. Left to right is Instructor Val Sanders, Kirk Lourim, S. Jones, Philip Farnham, Instructor Frank Walsh, William Meredith, Kayat Cheng (in back), Ed Rynberg, David DeMilio, N. Williams, Edwin Bagley, Kenneth Bunn, Bill Burns and Steven Osmus.



The School's Refrigeration course indoctrinates students with the basics of ship refrigeration and air conditioning systems. Left to right is Instructor Darryl McCaslin, Kesava Murthy, Kenneth Ewell, Michael Derke, Larry Clement, Eric Inderbitzen, Wayne Smith and Instructor Mark D'Arcy. Missing from the photo are Ward Johnson III, James Mathews and Peter Potenza.



The Steam Engineering course is held but once a year. However, students are furnished with a shipload of knowledge in this intensive six-week course. Left to right is Instructor Chuck Eser, Al Townsend, Don Armour (in back), Jesus Lopez, Ken Gassett, Milo Rosic, Bob Bradley, Don Hertz (in back), Instructor John Lavoie, John Wagenseil, Ed Shanley and Bob Diaz.



The Medical Care - Person in Charge (Ship's Medicine) course prepares students to deal with medical emergencies onboard a ship. Left to right is Kenneth Bunn, Robert Hanrahan, Instructor John Sullivan, Douglas Rigg, Jason Jakubowski, Mike Blevins, Terry Ziegler and Edward Burns.



The engineering gang aboard the USNS SEAY gathered in the control room in Newport News, VA after an overseas deployment in support of Operation Iraqi Freedom 2. Left to right are 3rd A/E Justin Litterine, observer Jay Pillard, 2nd A/E Derek Melanson, 3rd A/E Bill O'Brien and 1st A/E Bob Vint (Photo by Norfolk Rep. Jeff Hauck)

BAFFLING LMSR AWARD ON HOLD AS COMPANIES PROTEST BID PROCESS

Patriot Contract Services continues to operate 11 large, medium speed, roll on/roll off (LMSR) vessels after a murky bid award process was disputed thus upsetting an inexplicably planned changeover of vessel operators.

With the contract governing the management of 11 of the government's workhorse ships coming to the end of its term, MSC bid out the contract while reserving two of the vessels (GORDON & the GILLILAND) for a so-called small business set-aside company (less than 500 employees). Patriot had every reason to believe it had submitted the winning bid having received "exceptional" technical ratings from MSC while 'owning the field' for past performance of the LMSRs during its stewardship of the contract. The company also was competitive on price and offered the consistency of a proven labor pool that had excelled during Operations Iraqi Freedom (OIF) 1 & 2.

So when MSC awarded American Overseas Marine Corp. (AMSEA) the operation contract of the nine LMSRs and called 3PSC the winner of the set-aside contract it appeared mystifying at first. But upon further examination it was evident that something went terribly wrong.

MSC cited price as the main factor in its decision to hand the contract to AMSEA, a subsidiary of politically connected General Dynamics. However, it is has become all too obvious that the changeover costs for the transfer of LMSR operations to the new operators will far outweigh the difference in the bid amounts between Patriot and AMSEA.

MSC's inconsistency in awarding contracts has increasingly become a source of frustration and puzzlement to those in the maritime community. In 2002, two MEBA contracted companies came in between \$18-20 million lower than the incumbent ship operator bidding for the operation of eight Watson Class gas turbine vessels. However, MSC awarded the contract to the incumbent operator citing "national defense." In essence, the Government said it could not risk a turnover of shipboard personnel.

In the 2004 bid, Patriot came in just \$700,000 higher than AMSEA and MSC is now saying that price is the determining factor that displaced the incumbent contractor. At the time of the 2002 award, the ramp up against Iraq had not yet begun – now our fourth arm of defense is sailing in support of the ongoing Operation Iraqi Freedom 2 with the next OIF on the horizon. Over the next 10-12 months, the government plans to utilize 314 vessel movements in support of our war fighters. This is no time to play games with pennies when our warfighters need all the support they can get.

In the 3PSC award, nonwinning bidders are taking issue with 3PSC's apparent connection to DYN Marine while questioning

the company's status as a true small business. DYN Marine is a CSC Corporation, an international corporation with more than 90,000 employees.

Everyone, including Admiral Brewer and the MSC, knows that the U.S. maritime manpower pool is being sorely taxed. Despite this, the MSC has effectively disenfranchised and locked out a huge component of that manpower pool by awarding nearly every one of its surge vessels to a single source of mariner labor. This is irresponsible and downright dangerous. Credible sources note that AMSEA is not prepared to take over the operation of the vessels and does not have the requisite "key personnel" in place. MSC is taking too great a risk in betting that these companies can pull it off without a hitch.

MEBA has presented over 200 letters to MSC, USTRANSCOM and the U.S. Navy from members stating that they will not sail aboard any of the LMSRs if they are operated by a non-MEBA contracted company. MEBA explained that MEBA members are loyal to their union and that the members' pension and medical benefits are not transferable.

House Democratic Leader Nancy Pelosi, Senators Barbara Boxer and Dianne Feinstein fired numerous questions at the U.S. Navy in hopes of deciphering the bizarre award MSC selection process. A Pelosi letter to Navy Secretary Gordon England derided the MSC's "lack of clarity about the process and the criteria" and asked him to "provide a complete explanation." The Senators also penned similarly worded letters to the Navy.

In late September, Patriot formally protested the award with the Government Accountability Office (GAO) and a protest through the Small Business Administration has been lodged concerning the 3PSC award. MEBA is lending its unequivocal support to all protests. GAO ruled that Patriot's filing was valid while discarding an MSC bid to have the protest dismissed. MEBA's President has been informed that as a result of various protests regarding the LMSR awards the scheduled turnover of the vessels to AMSEA and 3PSC has been suspended while the protests are pursued.

In early October, Patriot was able to secure an extension of their management contract with MSC into the second quarter of 2005. The agreement also has month to month extension options that may be exercised sometime in the second quarter.

MEBA has answered the call time and again for the past 130 years. As always, we stand ready to sail into harm's way to deliver the necessary supplies for our Nation's war fighters.

As the situation develops, MEBA is urging all personnel to remain vigilant in their duties and exercise the utmost professionalism. ■

Congress Passes Landmark Maritime Tax Reform Measure

The maritime industry scored a major victory in the 108th Congress, seeing the passage of the first major maritime tax reform bill in a generation. Included in the "Jumpstart Our Business Strength (JOBS) Act" (HR 4520) is a provision that replaces the current corporate tax system for shipping industries with a tax based on the overall tonnage of a company's commercial fleet. Commonly known as the tonnage tax, the new regime will give U.S.-flag shipping companies an even playing field upon which to compete with foreign and flag of convenience carriers abroad. MEBA was part of a broad maritime labor and industry coalition promoting this legislation.

The tonnage tax provision was included as part of a larger corporate tax bill that was a must-pass priority of the Congress all year. The bill included provisions that removed tax breaks ruled illegal by the World Trade Organization that benefited U.S. exporters. The European Union has been steadily increasing punitive tariffs on over 1,600 U.S. products for over half a year, and had threatened to continue raising them by one percentage point each month until the tax breaks were repealed.

The tariffs reached 12% at the time of the passage of the bill. Congress worked hard to push this repeal through despite having a full serving of critical issues on their plate including such election year priorities as the middle class tax cut extension and the 9/11 commission's intelligence reforms. In addition to the repeal of the exportation tax breaks, Congress also added a number of other provisions to benefit a multitude of American industries including tobacco growers, timber companies, and ethanol producers.

Many of America's principal foreign competitors, including the United Kingdom, Norway, Germany, the Netherlands and Greece, have already adopted tonnage tax systems, which significantly reduced their fleets' tax liability, providing them with a competitive advantage against American companies still under the corporate tax structure. With only 89 U.S.-flag vessels remaining in the commercial international fleet, the new tax measure is a welcome shot in the arm to an industry that has been under siege by heavy regulation, unfair competition, and a punitive tax structure for decades.

The tonnage tax provisions were originally added to the bill by Congressman William Jefferson (D-LA) as part of the House tax writing committee's consideration of the legislation. MEBA credits Senators Trent Lott (R-Miss.), John Breaux (D-

LA) and Gordon Smith (R-OR) as well as Rep. Jim McCrery (R-LA) as having played a major role in the successful passage of this important bill. The leadership of Rep. Bill Thomas (R-CA) (Ways & Means Chairman) and Sen. Charles Grassley (R-Iowa) also proved crucial towards the bill's chances.

"Under the present law, U.S. shipping companies are subject to significantly higher taxes than foreign-based companies, thereby limiting their profit margins and ability to compete with their foreign counterparts," Rep. Jefferson commented. "This tax regime is necessary to the growth of our U.S.-flag commercial fleet in the international trade business."

The tonnage tax is a much simpler tax structure than the current corporate tax paid by American companies that operate U.S.-flag vessels active in foreign trade. In effect, shipping companies will have a choice – they may remain under the current tax structure, or they may move to the new tonnage tax, depending on their own preference.

Maritime and shipping officials had high praise for the legislation. MEBA's President noted that, "The tonnage tax has been a proven incentive to lure ships back into legitimate registries overseas. I am excited that Congress listened to us and is giving American shipping that same advantage to bolster our U.S. merchant marine."

"I have been in the shipping industry for my entire career," said Erik Johnsen, Chairman of New Orleans-based International Shipholding Corporation (parent of MEBA-contracted companies Central Gulf, Waterman and Sulphur Carriers). "During that entire time," he continued, "there has never been a more significant piece of legislation for U.S. flag shipping than the tonnage tax." ■



MEBA friend Rep. William Jefferson (D-LA) played a huge role in steering the tonnage tax legislation forward.

Gloria Cataneo Tosi
President,
American Maritime Congress



Preserving and Protecting Preference Cargoes: A Job That Never Stops

For two decades, AMC has taken on the role as the industry's leader and coordinator on U.S.-flag cargo preference issues. We have done so because preference cargoes provide the essential base of cargo to keep vessels operating in the international trades under the U.S.-flag.

Our work in cargo preference falls into two broad categories. The first is to make sure that the cargo preference laws themselves are preserved on Capitol Hill and that Executive Branch actions and regulations adhere to the letter and spirit of these laws. The second is to work for federal funding of the U.S. Government programs that generate the cargoes subject to preference, such as food aid. As budget pressures have grown in recent years and such programs have shrunk for reasons having nothing to do with cargo preference itself, this aspect has required increased attention from AMC, our allies in other industries that support these underlying programs, and our supporters in the Congress. All the laws on the books requiring U.S. Government generated cargoes to go U.S. flag will do no good if the cargoes themselves are not there to begin with.

Since my last column to you in the *Marine Officer*, this work has continued unabated. In my last report earlier this year, I alerted you to efforts by the Office of Federal Procurement Policy, part of the Office of Management and Budget, to place cargo preference on the list of laws to be waived for the purchase of commercially available off-the-shelf (COTS) items. Because this could cut available preference cargoes in half, we submitted detailed comments to the government agency that comprehensively make our industry's case; we generated active support within the Executive Branch, working closely with the Department of Defense and the Maritime Administration and on Capitol Hill against this proposal; and we met with senior OMB procurement and regulatory officials in the White House.

The highlight of our efforts this summer was to initiate a bipartisan letter from 13 U.S. Senators to the Administrator-designate of the Office of Federal Procurement Policy strongly opposed, in no uncertain terms, to such cargo preference waivers. Many of these key lawmakers, such as Senators Stevens (R-AK), Lott (R-MS), Mikulski (D-MD), Inouye (D-HI), Hollings (D-SC), and Breaux (D-LA), have played essential roles on our side since cargo preference waivers such as these were first proposed in 1993. This letter was intended as a wake-up call to those in the Executive Branch who may have thought that our industry's supporters in the Senate might be any less willing to fight for cargo preference than they have from day one.

This letter had its desired effect. Shortly thereafter, those procurement officials who will be making the decision on waivers assured Senator Trent Lott in person that no action will take place without checking

and consulting with him and other Senators, such as Senator Barbara Mikulski. AMC will continue to follow this closely in the coming months.

Food aid cargo preference, with literally millions of tons of liner and bulk cargoes at stake, has been another major AMC focus. Ironically, U.S. food aid (and thus the cargoes it generates) faced perhaps its greatest challenge in the same year that food aid supporters, inside and outside the government, celebrated the 50th anniversary of the start of the P.L. 480 Food for Peace program with a Capitol Hill reception on July 21, co-hosted by AMC and others.

The threat came in the form of a demand by European countries that, under the new World Trade Organization (WTO) trade agreement now under negotiation, most food aid would be replaced with cash grants through the UN rather than farm commodities grown in the United States. This would devastate the U.S.-flag cargo base. Indeed, if this were to happen, there would be little food aid to ship overseas.

Leading a team effort with our member companies and others that raised the necessary funds, we were able to put to work the single most effective food aid advocate, the Coalition of Food Aid's executive director, Ms. Ellen Levinson, to stop the building WTO momentum to adopt this position. Not only did we spearhead an effort with our industry, farm groups, influential private organizations such as CARE, Catholic Relief Services, and foreign governments, but we were also able to generate dozens of letters from influential House and Senate Members urging our own trade negotiators not to yield.

Although this will be a continuing issue over the next year, our effort has snatched advantage from the jaws of defeat. This AMC-led effort will continue at full speed until the European demand is rejected. The consequences of failure, for ships and jobs, mean anything less than a "full-court press" is unacceptable.

At the same time, AMC has been working, so far successfully, to prevent cuts in food aid funding, already under great pressure as part of government-wide non-defense spending cuts. Since the Congress has adjourned until after the election with much business still to complete, the results of this effort, as well as a complete review of this Congressional session's results, will be the subject of my column in the next *Marine Officer* issue. ■

MAERSK BEGINS DIRECT OPERATION OF MSP VESSELS; COMPANY REJUVENATES MSP FLEET WITH NEWER SHIPS

With a federal court recently clearing the way for Maersk to take direct control of the nineteen "Sea-Land" ships formerly managed by United States Ship Management (USSM), the vessel transfers began in August and continue on a staggered schedule. The operational changeover is occurring with the approval of the U.S. Maritime Administration and with the full support of the unions representing the shipboard labor. MEBA enjoys full job protection aboard the vessels.

Maersk Line, Limited (MLL) has assumed operational control in a series of changeovers that have occurred without a hitch. MLL, based in Norfolk, VA, is a subsidiary of Denmark's A.P. Moller/Maersk A.S. MEBA officials are making themselves available when possible for these transitions to ensure that they proceed as smoothly as possible. Indications are good that the transfers will be seamless.

Fifteen of the nineteen ships are operating under Maritime Security Program (MSP) agreements. MLL immediately announced plans to replace some of the older MSP containerships in the fleet with more modern vessels from its international armada. MSP age limits require that older vessels be replaced in the current program before reaching twenty-five years of age.

Approved by both MarAd and USTRANSCOM, the new replacement vessels include the SEALAND INTREPID, SEALAND LIGHTNING, SEALAND CHARGER, SEALAND COMET, SEALAND METEOR and ALVA MAERSK.

Negotiations toward a new collective bargaining agreement between Maersk and MEBA were being finalized at press time. The talks were spearheaded by the MEBA President and Atlantic Coast V.P. Rank-and-file members were also involved in the process. ■

The Maritime Administration, in a decision upheld by the courts, has approved the direct operation of the nineteen Maersk Sealand ships by Maersk Line, Ltd. Fifteen of the vessels are enrolled in the Maritime Security Program.



The SEALAND LIGHTNING is one of the new ships replacing some of the older MSP vessels in the fleet. MLL Sr. V.P. Ken Gaulden noted that enrolling these faster and larger vessels into the program will result in "a much improved MSP."



The SEALAND ATLANTIC, one of the former USSM ships transferred over to direct operation by Maersk.





The MAUNAWILI getting ready to sail out of its birthplace – Kvaerner Philadelphia shipyard.

MAUNAWILI SAILS INTO SERVICE

Matson Navigation has taken delivery of its spanking new containership M/V MAUNAWILI weeks after its champagne christening in July at Kvaerner Philadelphia Shipyard. A Hawaiian word meaning “winding mountain,” the MAUNAWILI sailed on its inaugural voyage in September and soon entered the trade between the West Coast and Hawaii. The vessel is the second Matson newbuild of the 21st century and will help ensure the viability of the fleet for years to come. The company welcomed the Kvaerner-built M/V MANUKAI last summer.

The MAUNAWILI was designed to handle additional capacity for large container sizes, such as 40, 45 and even 53-foot boxes. It is equipped with enough generator capacity to support the refrigerated container requirements of the Hawaii trade. Other features include a more fuel-efficient diesel engine, modern shipboard technology and a number of “green” environmentally friendly design elements.

The MEBA President and the Baltimore Branch Agent attended the early July christening of the MAUNAWILI and visited with our members serving aboard the ship including Rusty Mitchell (C/E), William Sickles (1st A/E) and Rick Davies (1st A/E). ■

MEBA members and MAUNAWILI officers Rick Davies (1st A/E), Rusty Mitchell (C/E) and Bill Sickles (1st A/E) at the christening ceremony in Philly.



Maryanna Shaw, great grand-daughter of Samuel T. Alexander, one of the founders of Matson's parent company, performs the christening ritual on the hull of the MAUNAWILI.



The M/V MAUNAWILI is a beautiful sight as it readies to sail out of Kvaerner Shipyard.



The new fast ferry FAIRWEATHER went into service earlier this year. The vessel is powered by four diesel engines and four water jets.

MEBA LOCKS UP NEW DEAL WITH AMHS—WELCOMES NEW FERRIES

The MEBA solidified its relationship with the Alaska Marine Highway System for another three years after MEBA negotiators recently pounded out a new deal with the State of Alaska. In new contract language that was retroactively triggered on July 1 of this year, MEBA members working under the agreement began to reap the benefits of what is believed to be the best deal MEBA has inked with the AMHS in over twenty years. Among other things, our engineers in the fleet will enjoy a series of wage and benefit increases. The contract also provides for a bump in Money Purchase Benefit and health care contributions as well as a boost in MEBA Training Plan and Joint Employment Committee contributions from the employer. MEBA's Alaska Marine Highway System members made the contract official soon after as a ratification vote on the new deal won approval by a whopping 85% of voting AMHS members.

An MEBA rank and file team consisting of Bob Seidman, Doug Wickre, Pete Eberle and Roger Aiken joined MEBA's Executive V.P. and our Seattle Branch Agent along with our Alaska Representative Ben Goldrich on the talks. MEBA's Alaska lobbyist Don Kubley and Alaska counsel Joe Geldhof also provided invaluable assistance.

MEBA is poised to continue its success in Alaska with a series of new vessels joining the fleet including a package of state-of-the-art fast ferries. MEBA recently welcomed a pair of vessels into the fleet including the 180-foot, roll on/roll off steel ferry M/V LITUYA and the fast vehicle ferry M/V FAIRWEATHER. The LITUYA, built at Conrad Shipyards in Morgan City, Louisiana was launched in April. Derektor Shipyards of Bridgeport, Connecticut constructed the FAIRWEATHER, which went into service this summer. Derektor has been tapped to handle three more fast ferries for the fleet – all of which will be crewed by MEBA members. The M/V CHENEGA is next in line and will make its debut in 2005. Brand new bottoms will follow in coming years as it was recently announced that the funding has been secured for a third and fourth fast ferry coming out of Derektor. ■



The M/V CHENEGA will be delivered in 2005 and is the second fast ferry built by Derektor for the AMHS. This photo is of the starboard engine room looking aft at the generator foundation and electrical panel tube supports getting installed.

The B.C. Ferry and Marine Workers' Union, and the Inlandboatmen's Union benefited from MEBA's assistance in their own talks with the State of Alaska for a new contract. MEBA plans to continue the solidarity with these fellow unions. At the B.C. Ferry headquarters in Victoria, British Columbia are (l-r) Andrew Tabbernor (B.C. Ferry Trades Component Rep.), Capt. Dave Bador (Ships Officers President – B.C. Ferry), Jacqueline Miller (Pres. & Provincial Executive – B.C. Ferry), MEBA's Joe Geldhof, Darryl Tseu (IBU Alaska Regional Director), Chris Abbott (B.C. Ferry 1st V.P.) and MEBA's Juneau Rep. Ben Goldrich.





Construction on the second of the four vessels, the ALASKAN EXPLORER, is underway and should be completed by next summer. All four ships are 185,000 DWT double-hull ships measuring 941 feet with a beam of 164 feet (Photo courtesy of NASSCO).

The ALASKAN FRONTIER left NASSCO and San Diego Bay en route to her sea trials and August delivery to BP Shipping (Photo courtesy of NASSCO).



ONE DOWN, THREE TO GO—ATC NEWBUILD DELIVERED

National Steel and Shipbuilding Company (NASSCO) has delivered the ALASKAN FRONTIER, the first of four Alaska-class double-hull oil tankers being built for BP Oil Shipping Company, USA. MEBA-contracted Alaskan Tanker Company operates the vessel which employs MEBA officers in the engine room. MEBA will also serve on the other three newbuilds expected by 2006. (ALASKAN EXPLORER, ALASKAN NAVIGATOR & ALASKAN LEGEND). The MEBA membership recently ratified a new contract covering the four newbuild Alaska-class tankers. A team led by MEBA's Executive V.P. that included our Seattle Branch Agent and our L.A. Branch Agent headed up the contract which will run until 2024.

These state-of-the-art ships are the most environmentally friendly oil tankers ever built. The ALASKAN FRONTIER's double hull has been designed for a life of 35 years. The diesel-electric propulsion system, with redundant engines, shafts and screws, significantly increases reliability and reduces air emissions and maintenance downtime. The ships also use seawater instead of oil to cool and lubricate their propeller shafts, thus eliminating the possibility of accidental oil leaks. Their cargo piping, normally installed on the deck, is inside the cargo tanks, to reduce the risk of small spills. ■

Another shot of the ALASKAN EXPLORER at NASSCO Shipyard in San Diego. The vessel will be able to carry 1.3 million barrels of oil at a design draft of 61.5 feet (Photo courtesy of NASSCO).



NCL PLANS TO BALLOON THEIR U.S.-FLAG CRUISE SHIP FLEET

As the PRIDE OF ALOHA settles into her seven-day inter-island cruise itinerary, Norwegian Cruise Lines-America is making plans to substantially swell the ranks of their U.S. flag fleet. The company is proud to announce that the PRIDE OF AMERICA, the first newly-built U.S.-flagged cruise ship in 50 years, will be ready for delivery in June 2005. Soon after this welcome announcement, the company revealed another piece of good news — that the 2,400-passenger PRIDE OF HAWAII, the third U.S.-flag vessel planned for the Hawaiian trade, will launch in the summer of 2006.

NCL America president and CEO Colin Veitch noted that, "PRIDE OF ALOHA is already a clear commercial success and we are keen to get all three ships into service as quickly as possible. We are proud to be the company to revive modern U.S.-flagged passenger shipping and develop a new and exciting cruise destination for consumers and travel agents alike." At present, 32 MEBA members serve aboard the PRIDE OF ALOHA. MEBA officers will crew all three U.S.-flag cruise ships in all licensed positions.

NCL-America's longterm goal is to operate five luxury liners in its U.S.-flag fleet. A recent announcement indicates that this plan is still in place. The company has restated its commitment to renovate the historic ocean liner SS UNITED STATES saying that they have performed a technical evaluation of the "Big U" and proclaimed it to be in "good shape." The word is that the company has developed a business plan that indicates that the project would still be viable despite the enormous costs necessary to restore the great ship to its former glory. The vessel could be refurbished and ready to sail by 2010. ■

The PRIDE OF ALOHA, formerly the NORWEGIAN SKY, received a paint job and final refurbishment in San Francisco before sailing for Hawaii where it began its regular itinerary.



At the shipyard in Bremerhaven, Germany, the PRIDE OF AMERICA sits in the graving dock.



MEBA Chief Engineer Paul Musotto by the main switchboard aboard the PRIDE OF AMERICA. Paul is onsite in Bremerhaven supervising the construction of the ship. A complement of MEBA ship officers will join Chief Musotto in February and make final preparations for the debut of the vessel in summer 2005.





The MOLINARI should fit in nicely with the rest of the ferry fleet. In 1926, the vessels were first painted “municipal orange” so that they would stand out despite heavy fog or snow.



The MOLINARI preparing to sail out of the Marinette shipyard. The JOHN J. MARCHI is still being worked on in the background.



The JOHN J. MARCHI at Marinette shipyard in Wisconsin. The vessel was launched in May.

NEW BOTTOMS GIVE RELIEF TO AGING BOATS IN STATEN ISLAND FERRY FLEET

The New York City Department of Transportation is gearing up to receive a much-needed infusion of new Staten Island ferryboats that will bring new life to an aging fleet of vessels. Tasked with transporting over 65,000 passengers daily while running 24 hours a day – all year long, the workhorse ferries have been weathered by time and continual use. Next year will mark the centennial of the Staten Island Ferry service and the celebration should prove pretty sweet with the addition of three new boats rolling off the ways at the Marinette Marine shipyard in Marinette, Wisconsin.

The City has already taken delivery of the GUY V. MOLINARI, named after a former Staten Island Borough President. Look for the MOLINARI to go into service in January. Hot on its heels is the JOHN J. MARCHI, named after a beloved New York Senator, which will be the second of the 310-foot vessels to upgrade the ferry fleet. The third vessel is still unnamed and could be ready to sail by the end of 2005. Previously it had been announced that the boat would be called THE SEPTEMBER 11th – however an overwhelming wave of dissent from passionate New Yorkers prompted city officials to retract the moniker. The boats will be able to carry around 4,500 passengers and 40 vehicles although the system’s vehicle carriage service continues to be suspended for the time being due to security concerns.

In addition, Manhattan’s Whitehall Terminal and the St. George Terminal in Staten Island will receive a \$300 million facelift that will rectify wear and tear throughout the years. ■

It’s a “go” for the GUY V. MOLINARI as the new boat will enter service in January.



MSC anticipates that they will take delivery of the LEWIS & CLARK in 2005. NASSCO shipyard has begun work on the first two ships in the class (Photo courtesy of NASSCO).

NASSCO STARTS WORK ON NEW COMBAT LOGISTICS FORCE SHIPS

National Steel and Shipbuilding Company (NASSCO) has made headway on the construction of the first two ships in the Navy’s T-AKE program, a new class of combat logistics force ships designated the Lewis and Clark class. MEBA will crew the vessels on the engine level once the ships are completed and turned over to the Military Sealift Command. The first four T-AKE class dry cargo ships are due to come on line by 2006. Eight more ships in the T-AKE class should join the fleet soon after, subject to Congressional funding.

The T-AKE is a dry cargo/ammunition underway replenishment ship, supporting Navy vessels at-sea or in port. With convertible cargo holds and cargo transfer systems capable of handling food and stores or ammunition, the T-AKE will replace two classes of aging cargo ships that are nearing the end of their service lives: T-AE ammunition ships and T-AFS combat stores ships. Construction on the first T-AKE dubbed the the USNS LEWIS AND CLARK began in September 2003 and is set for a 2005 delivery.

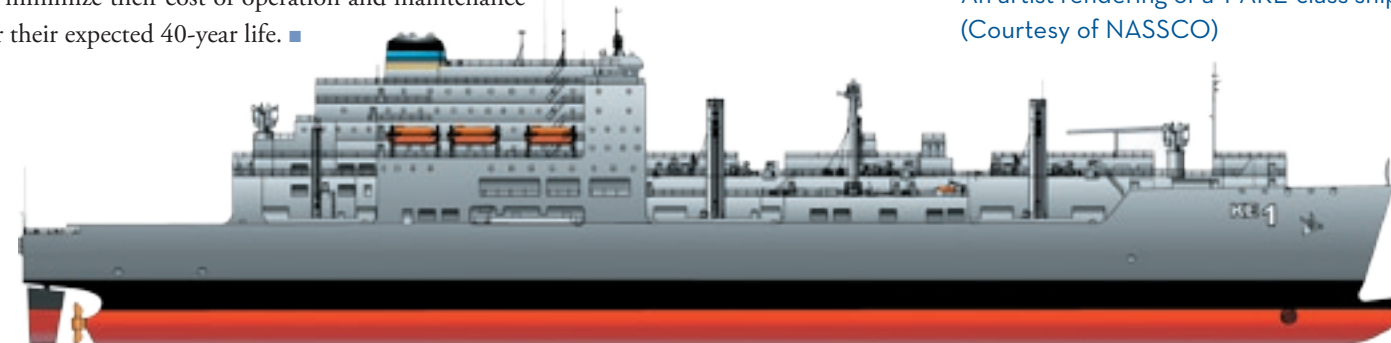
NASSCO has already begun work on the second ship in the class which will be called the SACAGAWEA. The vessel was named in honor of the Shoshone Indian woman who acted as guide and interpreter for Lewis and Clark on their expedition into the Northwest region of the U.S. from 1804-1806.

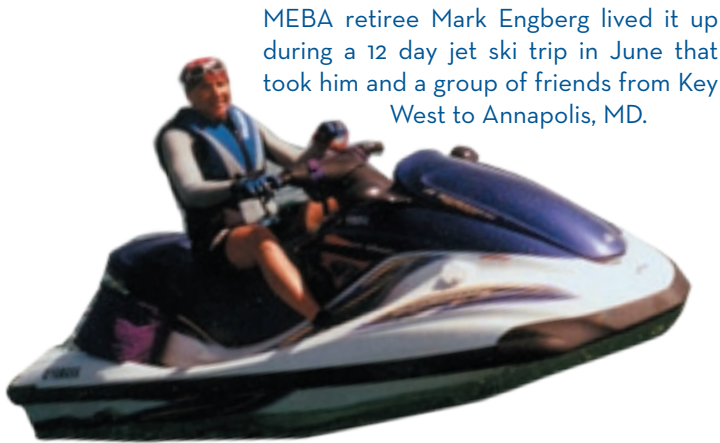
The T-AKEs will be 210 m (689 ft.) in length and 32.2 meters (105.6 ft.) in beam, with a design draft of 9.12 m (29.9 ft.). The ships will carry almost 7,000 metric tons of dry cargo and ammunition and 23,500 barrels of marine diesel fuel. These will be the first modern Navy ships to combine proven international marine technologies such as an integrated electric-drive propulsion system with commercial design features that will minimize their cost of operation and maintenance over their expected 40-year life. ■



Randi Ciszewski, MEBA Government Fleets Representative, takes care of our members serving aboard MSC’s Auxiliary and Special Mission ships. In this photo aboard the USNS SUPPLY she visits with the MEBA crew that includes (l-r) James Goodheart, Dan Crawford and Tim Bobseine.

An artist rendering of a T-AKE-class ship (Courtesy of NASSCO)





MEBA retiree Mark Engberg lived it up during a 12 day jet ski trip in June that took him and a group of friends from Key West to Annapolis, MD.

Member Bruce Sherman did a fundraising bicycle ride from Seattle to Washington, D.C., which MEBA helped sponsor, to benefit the American Lung Association. Bruce is pictured with his grand-



daughter Jackie and wife Shelley Tucker at MEBA HQ after the ride. Jackie's grandmother is Helen Smith, also an MEBA marine engineer.



Charlie Kiefer, assistant engineer aboard the M/V TUSTUMENA, works on the boat during a stay at Portland's Swan Island shipyard. TUSTUMENA is one of the ferries in the Alaska Marine Highway System.



At CAA Reunion '04, Gisela Ritter and Willa Ball hawk Merchant Marine shirts. They proved effective salespeople and the shirts were soon sold out.



Port Engineer Ernie Clements making a tail-shaft bearing inspection.



After Calhoon Alumni Association officials uncovered the true story of what happened on that late June night at the 2003 CAA reunion, MEBA Editor Marco Cannistraro was properly presented with the prestigious "Last Man Standing Award."

Seen here with School Instructor Frank Walsh (r), Cannistraro attributed his perseverance to years of dedication and hard work. "Dreams really can come true," he declared.

Finished with Engines



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

ARTHUR J. ADAMSEN

Arthur Adamsen eased into the firmament on February 22, 2003 at the age of 100. He had enjoyed almost 36 years of retirement from the Union after earning twenty years of pension credit during his seafaring career. Brother Adamsen was a resident of Seattle, WA and is survived by family members including his stepson Gerald LaVeck and daughter-in-law Beverly LaVeck.

SEYMOUR ADLER

Seymour Adler departed this life on July 28, 2003 at the age of 79. A member since the first day of 1945, Brother Adler served the Union until 1990 when he retired after last shipping out with Union Marine. He was a resident of Silver Spring, MD and is survived by his wife Raye and children Carole, Nina and Robert.

FRANK C. ALLRED

The keys went silent for Frank Allred on April 2, 2003 at the age of 61. A member of District No. 3 - the Radio Officers' Union (ROU) – Frank put in over twenty years of active service earning 20.5 years of pension credit before his retirement in 1999. Brother Allred last put to sea in 1997 for Energy Transportation before settling down to Freeport, FL.

LEON BARBER

The keys went silent for Leon Barber on March 1, 1993 after a stunningly long and colorful seafaring career that began in early 1945. Brother Barber amassed almost 40 years of pension credit sailing in ship radio shacks until early 1993 when his retirement became official. He last put to sea in 1992 with Sea-Land service. Leon was a resident of Pembroke Pines, FL and is survived by his brother Joe.

WILLIAM B. BARCKMANN

William Barckmann booked his final passage on September 29, 2003 at the age of 84. He became a member of the Brotherhood of Marine Officers (BMO) in early 1963 and stayed active until 1981 when he retired with over 16 years of pension credit under his belt. Brother Barckmann lived in Brooksville, FL and is survived by his wife Dorothy.

PAUL E. BEECHAM

The keys went silent for Paul Beecham on May 6, 2003 at the age of 83. A member of District No. 3 – the Radio Officers' Union – Paul last went to sea in 1991 for Sea-Land Service. He accumulated over 21 years of pension credit in a shipping career that began in 1951. Brother Beecham lived in Las Vegas, NV.

STEVEN E. BERNARD

Steven Bernard crossed the final bar on July 10, 2003 at the age of 41. An active member, Steven last sailed under MEBA contract with Patriot in 2003 and spent many years sailing aboard oil tankers under our contract with ATC. He had earned over 17 years of pension credit from the time he joined the Union in 1986. Brother Bernard was a resident of Rumford, ME.

FRED W. BEYERS

Fred Beyers cast off toward his eternal reward on June 24, 2003 at the age of 75. Fred achieved membership in late 1963 and put to sea with various shipping companies over the next thirty years earning almost fifteen years of pension credit. He resided in Seattle, WA.

RANDALL R. BILLINGS

Randall Billings sailed into the sunset on May 9, 2003 at the age of 57. He had enjoyed almost 10 years of retirement from the sea after earning over 21 years of pension credit in a shipping career that began in 1968. He last went to sea in early 1994 for Marine Transport Lines. A resident of Rockland, ME, Brother Billings is survived by his wife Gwendolyn and children Brandi and Randee.

CHARLES H. BISHOP

Charles Bishop sailed into safe harbor on June 29, 2003 at the age of 81. His career with the Union began in 1966 and continued until mid-1986 when he hung up his boiler suit for good. Brother Bishop last sailed for Energy Transportation in 1984. He was a resident of Fredericksburg, TX.

PAUL R. BOM

Paul Bom eased into eternity on February 4, 2003 at the age of 78. Paul enjoyed a long seafaring career that netted him over 23 years of pension credit before he put away his calipers in 1971. A resident of Evansville, IN, Brother Bom is survived by his wife Carol.

GARLAND E. BROOKS

Garland Brooks reached his journey's end on February 6, 2003 at the age of 76. Garland had spent 20 years with the Union dating from 1971 and accrued 13 years of pension credit during that stretch. A resident of Gwynn, VA, Brother Brooks is survived by his wife Anne.

HUGHES B. BROWN

Hughes Brown steamed into the sunset on August 23, 2003 at the age of 84. He was a longtime member who earned thirty years of pension credit during a colorful career that wound down in the early 1970's. Brother Brown was a resident of Los Alamitos, CA and joins his wife Jacqueline in death.

EARL N. CASH Sr.



"Earlybird" Cash sailed into the next life on August 3, 2004 at the age of 63. Raised in Mashpee and Falmouth, MA, Earl served as an oiler for the Steamship Authority (SSA) for

22 years as a member of the MEBA. He was an avid fisherman, shell fisherman and hunter who enjoyed cooking and entertaining family and friends. He was known for his quahog chowder and stuffed quahogs. Brother Cash was a member of the Wampanoag tribe and its Rod & Gun Club in Mashpee. He is survived by his wife Lynette Perdiz Cash, sons Earl "Guy" Cash Jr., Glen Watson and Lawrence Frye-Cash, daughters Bianca & Kayla Cash, Natasha Frye-Cash, Donna Roberts, Maria Turner and Rita Gonsalves, sisters Frances Hendricks, Gloria Haskell and Beverly Cash, many grandchildren, great-grandchildren, nieces, nephews and many friends.

EDWARD J. DIGBY

The keys went silent for Edward Digby on February 16, 2003 at the age of 91. A retiree since 1974 he plied the waves for various shipping companies under MEBA contract for decades, earning over 21 years of pension credit in the process. Brother Digby was a resident of Bayonne, NJ.

JOHN J. DONAHUE



J.J. Donahue sailed into safe haven on August 3, 2004 at the age of 73. A proud graduate of Maine Maritime Academy, Jack led a productive and distinguished seafaring career that only just formally concluded with his retirement in February of 2000. He and his crew aboard the LNG

AQUARIUS were awarded the American Merchant Marine Seamanship Trophy stemming from a dramatic rescue of 16 survivors of the doomed ship MARINE FUTURE during a typhoon near Taiwan in 1991. He also was honored by the Office of the United Nations High Commissioner for Refugees for captaining the rescue of 61 Indochinese refugees in the South China Sea aboard the LNG CAPRICORN. Brother Donahue was a resident of Flushing, NY and leaves behind many family and friends including his beloved wife Winifred of 49 years and sons John and Thomas.

LUVINE ELIAS

Luvine Elias crossed the great divide on March 29, 2003 at the age of 86. Luvine sailed infrequently though it was a 40-year stretch between the time he made membership and when he officially retired in 1982. Brother Elias was a resident of Galveston, TX and is survived by his sons Fred and Luvine, Jr.

ERNEST A. GALBRAITH

Ernest Galbraith made his final crossing on June 28, 2003 at the age of 76. He had a very brief shipping career with the MEBA, performing night relief work sporadically in the early 1980's. A resident of Gresham, OR, Brother Galbraith joins his wife Sylvia in death.

ROBERT D. GATES

Robert Gates set course for calmer waters on March 17, 2003 at the age of 77. His career with the MEBA began in 1958 and he amassed 26 years of pension credit over the next 27 years with the Union before finally hanging up his boiler suit in 1985. Brother Gates was a resident of Austin, TX.

ROBERT F. GEPPERT

Robert Geppert journeyed to the great beyond on December 13, 2003 at the age of 75. A 1949 SUNY Maritime graduate he enjoyed two decades of shipping out with the MEBA, retiring as a Chief Engineer.

He served the "Fourth Arm of Defense" in Korea as well as in Vietnam. Following his shipping career, he served as an instructor at the Calhoon MEBA Engineering School when it was at 9 Light Street in Baltimore, MD. He built his family's home in Ulster, PA and engineered extensive and creative landscaping projects. He enjoyed building beautiful stone walls and growing fruits and vegetables. Brother Geppert was well known in his area for his maple syrup products and for the vegetables and melons he sold from a roadside stand. An active member of the Ulster Village Presbyterian Church, he served as an elder and church treasurer for many years. Survivors include his wife of 46 years Mary Ellen Geppert, two sons and daughters-in-law Samuel T. and Beverly Geppert & Stephen G. and Linda Geppert, several grandchildren and great grandchildren, his brother and sister-in-law Alan and Pat Geppert, and several nieces, nephews and cousins.

WAYNE HOLLIMAN

Wayne Holliman embarked on his final passage on February 24, 2003 at the age of 88. Brother Holliman shipped out for the Union sailing for a variety of shipping companies and earning over 10 years of pension credit in a career that wound down in 1977. He last went to sea for MEBA-contracted OMI Bulk Transport in the year of his retirement. A resident of Arlington, TX, he is survived by his sister Irene Patterson.

JOHN M. HOULNE

John Houlne shipped off toward his final destination on February 20, 2003 at the age of 82. He joined up with the Brotherhood of Marine Officers (BMO) in 1965 and pursued a shipping career that stretched until early 1987. Along the way he earned almost 14 years of pension credit. A resident of East Braintree, MA, Brother Houlne is survived by his daughter Patricia Orcutt.

LAWRENCE JACOBANIS

Lawrence Jacobanis sailed off toward his final port call on April 28, 2003 at the age of 65. His productive shipping career with the MEBA began in 1963 and wound through 1988. En route he accumulated more than 23 years of pension credit before putting away his seabag for good. He last went to sea in 1987 for MEBA-contracted Juneau Tanker in 1987. Brother Jacobanis was a resident of Falmouth, MA and is survived by his wife Susan and daughter Cheryl.

JAMES P. JOHNSON, Jr.

James Johnson sailed toward safe haven on March 27, 2003 at the age of 58. He enjoyed 27 well-spent years shipping out under the MEBA banner earning almost 26 years of pension credit in the process. Brother Johnson retired in 1996. He was a resident of Mobile, AL and is survived by his wife Terri and children Brad and Britt.

DAVID A. KELLER

David Keller set course for calmer waters on July 1, 2003 at the age of 76. His career with the Union began in 1967 and he string together over 11 years of pension credit before pulling his last piston and filing for retirement in 1992. Brother Keller was a resident of Greenville, NY.

DONALD C. KENNEY

Donald Kenney shipped off toward his final destination on June 28, 2003 at the age of 78. Brother Kenney came away with almost 39 years of pension credit in an enormously productive and colorful career with the Union that spanned almost 40 years. He helped the Fourth Arm of Defense deliver the goods in World War II, Korea and Vietnam. He last shipped out in 1983 with MEBA-contracted Delta Steamship. A resident of Hahnville, LA, he is survived by his daughter Stephanie Sharpless and son David Kenney among others.

MARTIN T. KISSEN

Martin Kissen stood his final watch on February 23, 2003 at the age of 79. Another member who bled MEBA blue and gold, Martin shipped off in support of his country in World War II, Korea and Vietnam. He last went to sea in 1980 for Amerada Hess Corp. A resident of Patchogue, NY, Brother Kissen is survived by his wife Mary.

JOHN KOVAS

John Kovas departed this life on July 18, 2003 at the age of 67. He first shipped off the board as a member in 1959 accruing almost 28 years of pension credit in a busy career that wrapped up in 1990 with his retirement. He last went to sea in 1989 with Lykes Brothers Steamship Company. A resident of Boca Raton, FL, Brother Kovas is survived by many friends and family.

GEORGE KRUPIAK

George Krupiak set sail for uncharted waters on the first day of 2003 after shipping out in parts of five decades. He first went to sea under the MEBA banner in 1949 and amassed 24 years of pension credit before putting away his calipers in favor of retirement in 1984. Brother Krupiak last sailed under MEBA contract in 1983 with Puerto Rico Marine. A resident of Pt. St. Lucie, FL, he is survived by his brother Andrew Krupiak among others.

BERNARD T. LEE

The keys went silent for Bernard T. Lee on February 19, 2003 at the age of 76. Bernard was a member of the Radio Officers' Union (ROU) and sailed in radio shacks of seagoing vessels between 1979 and 1993. Brother Lee resided in Plymouth, MA and is survived by his wife Phyllis and daughters Jean, Martha and Monica Lee.

EDWIN S. LEE

Edwin Lee booked his final passage on June 16, 2003 at the age of 89. He made the most of his 29 years under the MEBA banner earning almost 29 years of pension credit during a career replete with a thousand memories and sea stories. Brother Lee last shipped out in 1994 with Matson Navigation. He lived in Honolulu, HI and is survived by his wife Sunny Kap Kim Lee, daughter Catherine and son David.

WALTER K. LEONG

Walter Leong eased into the firmament on April 6, 2003 at the age of 79. Walter had a colossal MEBA career that stretched from the first day of 1945 until he finally hung up his boiler suit in 1988. He sailed out of our L.A. hall and last went to sea with Matson Navigation in the months before his retirement. He accumulated 39 years of pension credit during a flourishing and colorful career with the Union. A resident of San Pedro, CA, Brother Leong is survived by his wife Barbara along with many other family and friends.

ROLF L. LINDSTROM

Rolf Lindstrom reached his journey's end on June 15, 2003 at the age of 60. Having spent 28 years with the Union while amassing over 27 years of pension credit, Brother Lindstrom announced his retirement from the seafaring life at the age of 51 and settled down to Pensacola, FL. He last shipped out with Lykes Brothers Steamship in 1994. Rolf is survived by his wife Linda, son Joseph and daughter Leslie Lindstrom.

VAUGHN W. LIPPARD

Vaughn Lippard embarked on his final passage on January 17, 2003 at the age of 76. MEBA brought him into full membership in mid-1951 and saw him amass over 33 years of pension credit in just over 33 years with the Union. Brother Lippard last went to sea in 1984 with Farrell Lines before retiring to Salisbury, NC.

JOHN M. LINKOUS

John Linkous sailed off toward his final port call on April 29, 2003 at the age of 76. After polishing up the last of his 20 years of pension credit earned with the Union, he retired from a colorful and prosperous life at sea in 1970. Brother Linkous last sailed under MEBA contract for Pacific Coast Transport. He was a resident of James Creek, PA and joins his wife Anna in death. He is survived by his son John.

KONSTANTIN MARININS

Konstantin Marinins crossed the great divide on March 11, 2003 at the age of 85. He joined what was the Brotherhood of Marine Officers (BMO) in 1967 and stayed on in a sailing career that lasted until mid-1981. A resident of Brooklyn, NY, Brother Marinins is survived by his wife Elsie.

JAMES R. McDANIEL

James McDaniel sailed into the next life on June 18, 2003 at the age of 80. Brother McDaniel spent a long and prosperous career with the Union amassing thirty years of pension credit before his eventual retirement in 1975. His last worked under MEBA contract as a Port engineer for Sea-Land. He was a resident of Santa Rosa, CA.

LINUS J. MONAHAN

Linus Monahan sailed into safe harbor on July 20, 2003 at the age of 92. He joined the Brotherhood of Marine Officers (BMO) and spent several decades plying the waves before retiring to Palisades Park, NJ in 1973. Brother Monahan is survived by his wife Angela and son Roger.

EDWARD C. OLPINSKI

Edward Olpinski made sail toward his final rest on July 30, 2003 at the age of 89. He accounted for 25 years of pension credit in an extended career that wound down with his retirement in 1972. Brother Olpinski was a resident of New Brunswick, NJ and is survived by his wife Hazel and daughter Carolyn Liska.

NOAH PRIDE

Noah Pride sailed toward safe haven on March 13, 2003 at the age of 76. His retirement began in 1992 after accumulating over 10 years of pension credit during his seafaring career with the Union. He last shipped out with Lykes Bros. in 1991. Brother Pride was a resident of McClellanville, SC.

GEORGE N. RANIS

George Ranis sailed toward distant lands on January 24, 2003 at the age of 89. His MEBA career was wrapped between 1963 and 1984 in which he put together over 11 years of pension credit. Brother Ranis last went to sea with Waterman Steamship in 1983 before retiring to Greece with his family. He is survived by his wife Anna and son Nicholas.

GEORGE W. RAYMOND

George Raymond of Sault Ste. Marie Michigan sailed into the sunset on January 10, 2004 at the age of 54 while attending the MEBA School in Easton, Maryland. He was born in Evanston, Illinois in 1950 and left this life peacefully while sleeping. George learned his love of the waters at an early age, spending childhood summers with his family at their cottage in Hessel, Michigan. This love of the water led to his career as an engineer and a proud member of MEBA. He had many a sea story to tell of his adventures but was always happiest on the return voyage to his home and wife Kate in the Seattle area. George will be remembered for his kind spirit and sense of humor. He was a true friend to many, with an admirable dedication and ability to stay in touch with friends far and wide. He was a gentle, encouraging husband and friend who faced his health challenges with courage and optimism. Brother Raymond is survived by his wife Kate, sister Margy Long; and brothers Tim (Marij), Rob (Diane) as well as many nieces and nephews.

RAYMOND F. REUTT

Raymond "Buster" Reutt steamed into the sunset on August 18, 2004 at the age of 87. A graduate of the Virginia Military Institute (VMI), Raymond was one of the original residents of Chesapeake, VA. He enjoyed a long and colorful shipping career that spanned almost 40 years. A bodybuilder, Brother Reutt was a founding member and past president of the Chesapeake Beach Athletic Association in 1941 & 1942. He was loved and admired by all who knew him and was always willing to lend a helping hand. His enthusiasm for life was addictive. Raymond is buried in Norfolk, VA and is survived by many loving friends and family members including his wife Anita.

DELMAR L. ROBERTS

Delmar Roberts reached his final shore on August 22, 2003 at the age of 82. His career with the Union stretched from the World War II days in 1944 until his deserved retirement in 1983 after picking up 29 years of pension credit. He last went to sea under MEBA contract for Trinidad Corp. Brother Roberts lived in Long Beach, WA and is survived by his wife Mary and daughter Linda.

EARL A. RUSSELL

Earl Russell made his final crossing on December 22, 2002 at the age of 96. In a long and vibrant life, he spent a portion of it with the Union sailing on commercial ships and collecting almost 9 years of pension credit. He last went to sea with MEBA-contracted American Mail Line. A resident of Seattle, WA, Brother Russell is survived by his wife Jane.

WALTER A. SALMONSON

Walter Salmonson sailed into the next life on December 17, 2003 at the age of 77. Born and raised in Ballard, WA, he put on a boiler suit and became a merchant mariner right out of high school. Walter was a coin collector and was an avid traveler. As an MEBA engineer, Brother Salmonson got the opportunity to travel around the globe many times. He last went to sea under MEBA contract in 1993 with American President Lines, a year before his retirement became official. In addition to his son Wiloon Salmonson, he is survived by daughters Charmaine Deen and Jessica Salmonson as well as his brother Ray and several grandchildren and great grandchildren.

STEVE F. SANDIRK

Steve Sandirk crossed the great divide on August 21, 2003 at the age of 65. Steve was still an active member and was building upon almost six years of pension credit when he was taken away. He last worked for American Ship Management/Patriot Contract Services in 2002. A resident of Winlock, WA, Brother Sandirk is survived by his wife Paula.

JAMES W. SAUNDERS

James Saunders ended his earthly career on May 3, 2002 at the age of 90. James was a longtime member who racked up over 20 years of pension credit in his Union career that culminated in his 1974 retirement. Brother Saunders was a resident of Kailua, HI and is survived by his wife Iverne.

ROBERT C. SELLINGER

Robert Sellinger made his last muster on September 19, 2002 at the age of 73. He first sailed as an MEBA member in 1960 and skillfully worked for a variety of shipping

companies until finally hanging up his boiler suit in 1988. He last sailed under MEBA contract in 1987 for American President Lines. Brother Sellinger resided in Coconut Creek, FL and is survived by his wife Suzanne.

JOSE S. SIMMONS

Jose Simmons sailed into the sweet hereafter on January 4, 2003 at the age of 76. He had a prolific and thriving seagoing career that spanned all of thirty years. Jose accrued over 28 years of pension credit during that time before putting his seabag away for good after his last job with American President Lines in 1991. Brother Simmons was a resident of Vancouver, WA and is survived by his wife Tadako and daughter Yukiko.

JOHN W. SPAULDING

John Spaulding pushed off toward his final frontier on March 28, 2002 at the age of 93. His career with the Union netted him almost 16 years of pension credit along the way to his 1974 retirement. He last went to sea with MEBA contracted Marine Transport Navy in 1972. A resident of Everett, WA, Brother Spaulding joins his wife Eloise in death. He is survived by his son Charles.

JOSEPH S. STEGLIK

Joseph Steglik set sail for uncharted waters on July 6, 2002 at the age of 87. A member of the Brotherhood of Marine Officers (BMO), Joseph amassed over 22 years of pension credit during a prosperous and noteworthy career with the Union. A resident of Norfolk, CT, Brother Steglik is survived by his niece Theresa.

GALFRID SUMMERSON

Galfrid Summerson stood his final watch on October 9, 2001 at the age of 88. After a career with the Union that kicked up in 1953, he earned over 18 years of pension credit over the next thirty years before putting away his wrenches in early 1984.

Brother Summerson last sailed in the year of his retirement for Sea-Land Service before settling down to Belle Chasse, LA.

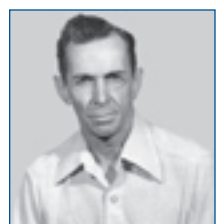
CLYDE E. TAFF

Clyde Taff sailed toward safe haven on November 11, 2001 at the age of 80. Clyde spent a lifetime as a merchant mariner and impressively racked up over 35 years of pension credit with the union in a MEBA career that began in 1946. Almost 36 years after joining the Union, he shipped out for the last time with Sea-Land Service in 1982. Soon after, he began his well-deserved retirement. Brother Taff was a resident of Richmond, CA.

IRVING C. TATLEY

Irving Tatley reached the end of the line on March 14, 2002 at the age of 88. Irving had enjoyed his retirement since 1981 and spent many of those years in Reno, NV. His career with the union began in mid-1944 as World War II raged. Brother Tatley continued to put in many productive years along the way to his 1981 retirement. He last went to sea under MEBA contract for American President Lines.

JACOB W. THOMAS



J.W. Thomas sailed into the sunset on February 24, 2004 at the age of 86. He first went to sea in 1937 as a coalpasser on a British ship for Furness-Wittie. When WWII began he joined the NMU and worked for the U.S. Light Service. Following that stint, J.W. spent the rest of the war with the U.S. Coast Guard. In 1946, Brother Thomas made membership with the MEBA continuing his epic seafaring career that finally culminated in 1979 with his retirement. He last sailed with MEBA-contracted Lykes Steamship Company and shipped out of the San Francisco Union hall. He is survived by his son J.P. and daughter Phyllis Killian.

HARRY J. THOMPSON

Harry Thompson crossed the final bar on October 3, 2003 at the age of 80. His membership began in 1967 and Harry made the most of it by accumulating over 17 years of pension credit before closing out his seagoing career in the late 1980s. Brother Thompson last shipped out with Waterman steamship in 1987. Harry spent his final days in Metairie, LA and is survived by his stepson John Bauman.

JOHN A. THOMPSON

John Thompson sailed toward distant lands on June 1, 2002 at the age of 83. John made membership in late 1963 and stayed active on the shipping lanes for the next two decades. Brother Thompson collected 20 years of pension credit and ultimately shipped out for the final time in 1984 with MEBA contracted U.S. Lines. His retirement officially began on the first day of 1985. He spent much of that time in his hometown of Medford, NY.

JAMES G. TODD

James Todd reached his journey's end on August 22, 2002 at the age of 67. He amassed a formidable 30.5 years of pension credit in an extremely active career that spanned just over thirty years with the Union. He last shipped out with Puerto Rico Marine in 1996. A resident of Walterboro, S.C., Brother Todd is survived by his wife Janice and sons Andrew and Robert.

ADDISON N. TURNER

Addison Turner eased into the firmament on June 13, 2002 at the age of 80. His membership with the union began in 1968 and he worked for a variety of MEBA-contracted companies until the mid-1980s. His last MEBA job was with Andover Co. in 1984, after which he filed for retirement. Brother Turner lived in Melbourne, FL and is survived by his wife Helen.

CLAUDE L. TYLER

Claude Tyler booked his final passage on March 17, 2002 at the age of 84. Claude first sailed as an MEBA member at the age of 58 and worked various contracts over the next ten years before easing into retirement on the first day of 1987. A resident of Charlotte, N.C., Brother Tyler is survived by his wife Doris.

ALLAN T. WATTS

Allan Watts sailed into safe harbor on November 7, 2002 at the age of 62. He had first gone to sea as a member in 1968 and strung together almost 23 years of pension credit by the time he filed for retirement in 1996. He last went to sea under MEBA contract in 1995 for Puerto Rico Marine. Brother Watts was a resident of Baltimore, MD and joins his wife Carolyn who predeceased him. He is survived by his son David.

PEARL E. WAFER

Pearl Wafer shipped off toward his final destination on May 25, 2002 at the age of 76. Pearl spent a busy career with the Union beginning in 1965. He'd earned 26 years of pension credit with the Union by 1991 and filed for retirement soon after his last shipping job with Lykes Brothers. Brother Wafer was a resident of Houston, TX and joins his wife Mary in death. He is survived by his son Kerry.

JEFFERSON WATSON



Jefferson Watson sailed toward safe haven on May 3, 2004 at the age of 64. A longtime member, Jefferson plied the waves throughout a colorful career that wound down in early 2001 with his retirement. He started out with the U.S. Army and Reserves before undertaking a seagoing career. Brother Watson was an active member of St. Joseph and St. Mary's Catholic Church and was a member of

the Knight of Columbus. A "handy man," he always found time to do things to help others out and cherished spending time with family and friends. In his retirement years he got better acquainted with computers. He is survived by his loving family including his wife Virginia King Watson, daughter Juan Watson Tolley, son San Antonio Sr., mother Virginia, brother James Jr., sister Virginia W. Hutchinson, sisters-in-law Earthalie Wigfall, Mary L. King and Shirley Washington, brothers-in-law Robert King, Leavy King and Thabit Majeed, grandchildren San Antonio Jr. Bradley and Meghan, aunts Ethyl Manigault and Ruby Walker, a host of nieces, nephews, cousins, other relatives as well as adoring and committed friends.

PRESTON D. WEEKLEY

Preston Weekley steamed into the sunset on March 25, 2002 at the age of 90. His retirement from the sea spanned over 31 years after a MEBA career which netted him almost 22 years of pension credit. Brother Weekley last worked under MEBA contract in 1969 as a Port Engineer for Waterman Steamship before his retirement became effective the following year. He was a resident of Fort Mill, S.C. and is survived by his daughter Martha.

HAROLD T. WEBRE

Harold Webre sailed into the next life on December 26, 2003 at the age of 87. Harold enjoyed almost 25 years of retirement from the sea after he hung up his boiler suit in 1979. He last went to sea a year before his retirement became official for Lykes Bros. Steamship. Brother Webre was a resident of Saint Martinville, LA. He joins his wife Beverly in death.

SOLOMON WEINBERGER, JR.

Solomon Weinberger made his final crossing on January 28, 2003 at the age of 87. He spent an extensive and prosperous career sailing for various shipping companies under MEBA contract translating his service into 29 years of pension credit.

Solomon made membership as World War II was raging in 1944 and finally called it a career in 1982 after a final stint with Lykes Bros. Steamship. A resident of Metairie, LA, Brother Weinberger is survived by wife Maria and daughter Gertrude Biondo.

OLIVER R. WELLMAN

Oliver Wellman steamed into eternity on July 25, 2003 at the age of 75. He became part of the MEBA Brotherhood in 1951 and proceeded on a stellar sailing career that earned him 26 years of pension credit along the way. Brother Wellman last went to sea for Keystone in 1986 before coming down the gangway for the last time. He was a resident of Los Banos, CA and is survived by his wife Ella and sons Mark and Bruce.

NEVELIN W. WILSON

Nevelin Wilson shipped off toward his final destination on July 18, 2003 at the age of 97. His career with the Union began during the World War II years and continued through the mid 1960s. Brother Wilson collected 20 years of pension credit before walking down the gangplank for the final time in 1966. He was a resident of Cumming, GA and is survived by his son Charles and daughter Lucille Ketchum.

RICHARD J. WOLNIK

The keys went silent for Richard Wolnik on May 18, 2003 at the age of 41. A member of District No. 3 – the Radio Officers' Union (ROU), he was an active member who was building upon seven years of pension credit. Brother Wolnik last sailed for Sea-Land in 1999 and was a resident of New Orleans, LA.

STEPHEN WOWCZUK

The keys went silent for Stephen Wowczuk on April 17, 2003 at the age of 81. A member of the ROU, Brother Wowczuk sailed in ship radio shacks from the World War II days until he put his headset down in favor of retirement in 1986 after collecting over 33 years of pension credit. He last went to

sea in 1985 for Watters Marine. Stephen was a resident of San Diego, CA and joins his wife Lody who died in 1987.

CHESTER E. WRIGHT

Chester Wright steamed into the sunset on November 24, 2003 at the age of 93. He served as a Chief Radio Officer and sailed in ship radio shacks for 40 years during a distinguished career at sea that spanned three wars. Brother Wright retired in 1974 becoming an active beekeeper and avid gardener. A member of the United Church of Chester, CT, he is survived by his daughter Claudia Price; son David; three grandchildren and several nieces and nephews.

JOHN ZANNAKIS

The keys went silent for John Zannakis on February 6, 2003 at the age of 86. John was a member of District No. 3 - the Radio Officers' Union (ROU) and put together a string of successful seagoing years before his 1974 retirement. Brother Zannakis earned 25 years of pension credit during his seagoing career. A resident of Andros, Greece, John is survived by his wife Marigo and daughter Theodora.

JOHN ZIC

John Zic cast off toward his eternal reward on September 18, 2003 at the age of 92. From his initial membership to retirement, he spent almost exactly 20 years with the Union earning 16 years of pension credit in the process. Brother Zic shipped out of MEBA's New York/New Jersey hall and was working various night relief jobs just before his retirement in 1983. He was a resident of Riverdale, NY and is survived by nephew Jerry Justic and niece Dorothy Braut.



WARNING!!

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

NEW LADIES WATCHES FOR P.A.F. SUPERSTARS

We are pleased to announce that women's gold MEBA watches are now available for the ladies who contribute \$1,000 or more during a single calendar year to MEBA's Political Action Fund. Sadly, only men's gold watches had been available until just recently. Captain Marta Krogstad received the very first ladies watch reserved for those members who hit the \$1k mark. Inexplicably, Sister Krogstad's name was left off the 2003 P.A.F. Honor Roll list we published in our January-March edition of the *Marine Officer*. For this we issue our sincerest apologies. Male members who have earned the MEBA man's watch in the past may request a ladies watch to give to a loved one should they reach the \$1,000 level during the year 2004. ■



OILY WATER SEPARATORS—WARNING!

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

Here is what is going on: The U.S. Coast Guard and federal inspectors are boarding ships (American Flag) and immediately heading to the engine room. They then separate the Chief Engineer and First Engineer and keep them apart, sometimes for hours at a time. Then, the inspectors break the discharge side of the OWS three-way-valve and disconnect the overboard discharge line at the skin valve. While they are disconnecting the ends they hold a

container under the pipes looking for oily water to spill out of the line. If no oily water spills out of the line they will take a rag and wipe the inside of the pipe looking for oily residue. If oily water or oily residue is found then the inspectors engage in an interrogation process which ends with subpoenas being issued on that day or the next business day. Some of these inspectors are so aggressive that they confiscate every logbook, work book, notebook and/or scrap of paper that they think is relevant.

It is better to be safe than sorry. This notice is for the benefit of our members and contracted companies. The criminal and civil penalties that could arise out of these investigations are far more expensive than the cost of containing slops aboard the vessel and then pumping same to a shoreside facility. ■

MEBA REACHES NEW FOUR-YEAR CONTRACT WITH FOSS

MEBA's Branch Agent and Patrolman in Los Angeles recently wrapped up a new four-year contract with Foss Maritime. Foss 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. MEBA Foss members ratified the new contract which includes boosts in wages, medical and pension. ■

MEBA has a new four-year contract with Foss Maritime.

UNION LABEL IN CYBERSPACE: NEW WEBSITE OFFERS UNION-MADE GOODS & SERVICES

The Union Label has gone digital with a new website offering shoppers an array of union-made gifts, from clothing and chocolates to computers, games and greeting cards. The website, www.shopunionmade.org, was launched on the eve of the fall and winter holidays when shoppers will spend an estimated \$1 trillion on gifts, food, drinks and other seasonal items. Shoppers spent \$56 billion in sales over the internet last year with online spending projected to soar even higher in the future. The AFL-CIO will target the peak of the holiday shopping season by promoting "Buy Union Week" November 26 through December 5. The newly launched, all union shopping site will be a cornerstone of that campaign. ■

HQ STAFFER GOES THE EXTRA MILE TO GET MEBA OIF MARINERS THEIR JUST REWARDS

While merchant mariners have been traditionally snubbed despite their crucial roles in putting our fighting forces in positions of power, one MEBA staffer made sure that a handful of MEBA mariners received their deserved rewards for their actions in Operation Iraqi Freedom (OIF).

The Maritime Administration and Military Sealift Command have done an admirable job in awarding mariners medals and certificates of appreciation for their roles in OIF. However, a handful of mariners aboard the USNS YANO were still without their proper acknowledgments when a Headquarters staffer saved the day.

Hoping to involve MEBA members in a local maritime event, MEBA's Assistant to the President Bette Doranz contacted the

Captain of the USNS YANO, MEBA's Dru DiMattia. The YANO at the time was at berth in Baltimore in between OIF missions. In the course of the conversation, Bette learned that Dru and others aboard the ship had not received their Merchant Marine Expeditionary Medals and certificates despite their numerous shuttles into the war zone. The YANO is one of the workhorse vessels of the MSC's fleet, and so far has made five voyages into the Gulf area as part of Operation Iraqi Freedom.

Bette investigated the matter, and through persistence along with a dialogue with MarAd was able to secure the requisite rewards for our hardworking members on the YANO. Coordinating with our Baltimore Branch Agent, Bette set up a ship visit in which MEBA's Secretary-Treasurer presented the medals. Many thanks go to Bette as well as MarAd who ensured that the "Fourth Arm of Defense" was not forgotten. ■



Bette Doranz helped engineer a belated medal ceremony aboard the USNS YANO. Left to right are 1st A/E Joe Martucci Jr., 2nd A/E Jason Alan Jakubowski, C/E Lou Martucci, Bette Doranz, 3rd A/E Douglas Blake, and MEBA Capt. Anthony Dru DiMattia. 3rd A/E Jared J. Leigh received recognition but is not pictured.

MEBA-CREWED MSC OILER RESCUES THIRTEEN FROM BURNING SHIP

The Military Sealift Command's monthly *Sealift* newspaper revealed that an MEBA-crewed MSC vessel played a key role in the rescue of 13 fishermen from their burning vessel in late June. The oiler USNS GUADALUPE was sailing in the Pacific 900 miles northeast of Guam when the Third Officer spotted a "strange red light" about ten miles off in the distance. On closer inspection utilizing binoculars from the signal bridge it was determined that the light was actually distress signals in the form of flares frantically being shot off by the crew of a vessel. A slow fire had broken out in her machinery space and spread through the afterdeck.

While the MSC vessel raced to the scene, unsuccessful attempts to reach the vessel by radio were made. However, the crew did receive a return response to a flashing light signal. Closing to within 500 yards, GUADALUPE dispatched a rigid hull inflatable boat to speed to the scene. When they approached the Taiwanese flag fishing vessel, the M/V HSIN



Crewmembers on the MSC oiler USNS GUADALUPE carried out the dramatic rescue of 13 hapless fishermen on a burning vessel in the Pacific.

CHIN CHANZ, they discovered 13 crewmembers and a dog. Two trips in the rescue boat managed to bring everyone back safely aboard the GUADALUPE. The fishermen had been adrift for five days before the fire broke out. It was a miracle that the MSC ship had been in position to pluck the hapless fishermen away from a sure death. ■

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MEBA member Lou Holter hosted a few maritime “players” aboard his boat at the recent Propeller Club crab feast in Baltimore, MD. The annual event attracts representatives from every segment of the industry. Left to right is American Maritime Congress V.P. John Gaughan, Lou Holter, Debbie Holter, Calhoon School Director Joyce Matthews, Federal Maritime Commission Chairman Steven Blust, Gail Schubert, Maritime Administrator Capt. Bill Schubert and Mike Matthews.

FACES AROUND THE FLEET



Your Political Action Fund dollars help MEBA make strides on the grassroots level. MEBA's Legislative Representative in California Michael Blakeslee networks with State Assemblyman Leland Yee in this photo.

CAA Reunion '04 was a rousing success, reuniting old friends and shipmates. The following group had something in common to talk about. Left to right is former Calhoon School Director Gil LaDana, former School Director Roy Luebbe, current School Director Joyce Matthews, Pat Paulsen who coordinated the MEBA Retirees' Conference at the School a few years ago and Joyce's husband Mike Matthews.



The Union encourages MEBA members to attend political events and remind policymakers about the importance of the maritime industry. Left to right is MEBA member J.B. Christensen, Baltimore Mayor Martin O'Malley, MEBA friend Kate Killmon and MEBA member Dominic Walsh.



Aboard the DRBA ferry M/V CAPE MAY which sails between Cape May, NJ and Lewes, Delaware are (l-r) Shop Steward & Chief Engineer Mark DeSorbo, MEBA Govt. Fleet Rep. Randi Ciszewski and Assistant Engineer Justin Guerrera.



COMMANDER-IN-CHIEF CREDITS MEBA IN WAR ON TERROR

October 19, 2004

Mr. [REDACTED] *
National President
Marine Engineers' Beneficial Association
444 North Capitol Street, Suite 800
Washington, DC 20001

Dear Mr. [REDACTED] *

I would like to offer my gratitude to the members of the Marine Engineers' Beneficial Association (MEBA) for your outstanding efforts to keep our military moving in Iraq and around the globe. Your members serving aboard Large Medium Speed Roll-on/Roll-off (LMSR) vessels and Maritime Administration Ready Reserve Force vessels, as well as Civilian Mariners aboard Military Sealift Command ships, Army Corps of Engineers vessels, and National Oceanic and Atmospheric Administration ships are all playing a critical role in supporting our troops.

America is in the midst of a war on terror. As we continue our offensive against the unprecedented threats facing our country, the brave men and women of our military need ammunition, tanks, vehicles, aircraft and other supplies vital to keeping freedom on the march. As they have many times before, members of the MEBA will be at the forefront of this battle, delivering the supplies critical to keeping our military strong.

We honor our veterans and the men and women currently serving in the military, including the United States Merchant Marine, who are answering the call to defend our freedom and to bring freedom to others. Individuals in every branch of the service and thousands of Guard and Reserve members called to active duty are carrying out their missions with valor and honor. America is grateful to the men and women who wear our Nation's uniforms and to their families who steadfastly stand behind them.

My Administration has provided steady leadership in the face of adversity, challenge, and historic change in America. For the past three-and-a-half years, we have set clear objectives and made remarkable progress representing the shared efforts and values of the American people. We have a record of historic achievement, and most important, we have a positive vision for the years ahead – for winning the war on terror, for extending peace and freedom, and for creating jobs and opportunities here at home. We will continue to work to create a safer world and a more hopeful America. And with your help, I look forward to serving as your President for another four years.

God bless you and your families, and may God continue to bless the United States of America.

Sincerely,

George W. Bush