

MARINE OFFICER

Special Election Issue Volume 14 Number 4

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)



MEBA
Election
2004

THE CANDIDATES SPEAK...

In affirmation of the democratic nature of our Union, the *Marine Officer* provides a forum for qualified candidates to individually state their cases as to their viability for elected office.

This issue will help serve as a handy guidebook to "MEBA Election 2004." Candidates were invited to submit their photo and a campaign statement of up to 400 words. Providing that material for this edition was not a prerequisite for office.

Members may find this issue useful in choosing which candidates vying for the 15 elected offices and 11 National Convention delegate positions will most ably serve our Union. Due to the distinctive nature of our sailing members, MEBA voters have three months, beginning on September 1, to cast their ballots. In early December, an elected Tallying Committee will gather up the votes and catalog the results in a report that will appear within 24 hours of the count.

In July, a rank and file Credentials Committee validated the candidacy of nominees for office. Their report appears on the following page.

MARINE OFFICER

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Visit the MEBA website at www.meba.us

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ON THE COVER

Adapted from a 1950s era poster, this illustration reminds U.S. importing and exporting companies to ship their foreign commerce on U.S.-flagged ships.

SIGNIFICANT ELECTION DATES PER DISTRICT NO. 1 BY-LAWS

September 1, 2004	• Ballots mailed to the membership.
Week of November 29, 2004	• Tallying Committee elected at special Union hall meetings.
November 30, 2004	• Closing date for ballots to be returned to depository.
December 6, 2004	• Tallying Committee and Impartial Arbitrator collect ballots and count votes.
December 7, 2004	• Tallying Committee and Impartial Arbitrator file their report within 24 hours after completion of the ballot count.
December 31, 2004 (at midnight)	• Elected officials assume offices and jobs.

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2004 DISTRICT NO.1-PCD REPORT OF CREDENTIALS COMMITTEE JULY 13, 2004

1. We the Credentials Committee, elected by the membership pursuant to Article 10, Section 2(a) of the District No.1-PCD MEBA (AFL-CIO) By-Laws, have examined the nominations for all District No. 1 officers and jobs which were received at District No. 1 Headquarters, 444 North Capitol Street, N.W., Suite 800, Washington D.C. 20001 during the nomination period.

2. All nominations, with the exception of those not addressed to the Credentials Committee, were received sealed and unopened by the Credentials Committee.

3. All nominations were submitted to the Credentials Committee in accordance with Article 10, Section 1(b) of the District No.1-PCD MEBA (AFL-CIO) By-Laws,

4. The Credentials Committee accepted all timely nominations regardless of the method of delivery.

5. All nomination letters listed were received in a timely manner at Headquarters as required by Article 10, Section 1(e) of the District No.1-PCD MEBA (AFL-CIO) By-Laws. Two letters were received July 12th and were not accepted.

6. The dues of all nominees were found to be current through September 30, 2004, in accordance with Article 9, Section 3 and Article 20, Section 8 of the District No.1-PCD MEBA (AFL-CIO) By-Laws.

7. The membership status of all nominees was checked and all were determined to have been a "member of the District for one (1) year immediately preceding the date of the closing of the nominations" as required by Article 10, Section 8(a) of the National MEBA Constitution.

8. All disqualified nominees were notified of the reasons for their disqualification, and their right, if any, to appear before the Committee to appeal or appeal to the membership, by UPS Overnight, registered mail and Western Union, when available as required by Article 10, Section 2(c) of the District No.1-PCD MEBA (AFL-CIO) By-Laws.

9. Letters were sent to all nominees found to be qualified, to inform them of their qualification.

10. The Committee makes the following findings concerning all nominations received:

Nominations for the Office of the President of District No. 1:

1.	Ron Davis	Qualified
2.	Mike Jewell	Qualified
3.	Raymond "Ray Z" Zbylut	Qualified

Nominations for the Office of Secretary-Treasurer of the District No. 1:

4.	Scott Lieblich	Qualified
5.	Cecil A. McIntyre	Qualified
6.	Jim Staats	Qualified

Nominations for the Position of Branch Agent of New York:

7.	Don Keefe	Qualified
8.	Bob Pearl	Qualified
9.	Nick Priscu	Qualified

Nominations for the Position of Branch Agent of New Orleans:

10.	Dan "the Maverick" Barrett	Disqualified*
11.	Marc Huber	Qualified
12.	John McCurdy	Qualified
13.	Bill Tate	Qualified

Nominations for the Position of Branch Agent of San Francisco:

14.	Bill Hall	Qualified
15.	Bud Jacque	Qualified

Nominations for the Position of Branch Agent of Baltimore:

16.	Eugene "Geno" Ennesser	Qualified
17.	Bill Van Loo	Qualified

Nominations for the Position of Branch Agent of Houston:

18.	Mike Dunklin	Qualified
19.	Lou Marciello	Qualified

20.	Alexander Schizas	Qualified
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Nominations for the Position of Branch Agent of Los Angeles:

21.	Al Camelio	Qualified
22.	Dave Seltzer	Qualified

Nominations for the Position of Branch Agent of Seattle:

23.	Jon Anderson	Qualified
24.	Stewart Emery	Qualified
25.	Courtney G. Lamm	Qualified

Nominations for the Position of Patrolman in the Port of New York:

26.	Charles Fitzpatrick	Qualified
27.	Bryan C. Helm	Qualified
28.	Bill McHugh	Qualified

Nominations for the Position of Patrolman in the Port of New Orleans:

29.	M.I. "Moose" Mallini	Qualified
30.	Joe Spell, II	Qualified

Nominations for the Position of Patrolman in the Port of San Francisco:

31.	P. Anderson	Disqualified*
32.	Chris Dresser	Qualified
33.	Edward F. MacCormack	Qualified
34.	Kevin Nichols	Qualified

Nominations for the Position of Patrolman in the Port of Houston:

35.	Gerald Danneker	Qualified
36.	Donn Reamer	Qualified
37.	Dana Woodruff	Qualified

Nominations for the Position of Patrolman in the Port of Los Angeles:

38.	Michael Nizerich	Qualified
39.	Kurt H. Streichan	Qualified

Nominations for the Position of Patrolman in the Port of Seattle:

40.	Claudia G. Cimini	Qualified
41.	Louis Coulson	Qualified
42.	Wil Johns	Qualified
43.	Karol Kingery	Qualified

Nominations for Representatives to the National MEBA Convention:

44.	P. Anderson	Disqualified*
45.	Mark Austin	Qualified
46.	Kevin Behen	Qualified
47.	Bill Campbell	Qualified
48.	Claudia G. Cimini	Qualified
49.	Louis Coulson	Qualified
50.	James R. Dodson	Qualified
51.	William P. Doyle	Qualified
52.	Chris Dresser	Qualified
53.	Charles Fitzpatrick	Qualified
54.	Mark S. Gallagher	Qualified
55.	Bryan C. Helm	Qualified
56.	Ari Jalkio	Qualified
57.	Wil Johns	Qualified
58.	Lee A. Kincaid	Qualified
59.	Karol Kingery	Qualified
60.	Paul Krupa	Qualified
61.	Jim LaRiviere	Qualified
62.	Frederick C. MacNeil	Disqualified
63.	Mark Mahan	Qualified
64.	Robert L. Martin	Qualified
65.	Angel Montanez	Disqualified*
66.	Russell Rippetoe	Qualified
67.	Jeff Sommer	Qualified
68.	Joe Spell, II	Qualified
69.	Thomas W. Suneson	Qualified
70.	Ray Twitty	Qualified
71.	Alan Valley	Qualified
72.	Rudy Veiga	Qualified
73.	Dana Woodruff	Qualified

11. The Campaign statements submitted by the nominees were reviewed and limited according to the Election Notices, Page 20, Marine Officer, April/May 2004, Volume 14, Number 2.

12. All disqualified members failed to meet article 10 section 1(c)5 of MEBA By-laws.

Respectfully submitted,

Chairman/Henry Schroeder
Member/Frank Dalrymple
Member/Joel Spell Jr.
Alternate/Tom Birago
Alternate/Robert Mitchell

* Although the Credentials Committee found these members not qualified as candidates, appeals directly to the membership resulted in qualification. These individuals will therefore appear on the ballot.

** Numbers correlating to candidates 63-73 will shift accordingly on the ballot because of the disqualification.

CANDIDATES FOR THE OFFICE OF THE PRESIDENT OF DISTRICT NO. 1

RON DAVIS



EXPERIENCE

I became MEBA President in 2002 and have been with MEBA for 30 years. Previously, I served as Gulf-Coast

Vice-President (6 years) and began in 1991 as port patrolman. I have served as a MEBA Benefits Plans trustee for nine years and as Chairman for the last three. I am Chairman of the American Maritime Congress. I have negotiated scores of contracts; organized new jobs; experienced strikes and lockouts; and successfully resolved disputes. As MEBA President I successfully maneuver on Capitol Hill, oversee collective bargaining agreements, keep the benefit plans on solid financial footing, administer the union's budget, manage the union's employees and most importantly protect our existing jobs while growing our union. I do this every day. There is no substitute for experience.

A SOLID RECORD

The following are some accomplishments of which I am proud:

- (1) Establishing a successful organizing program (Interlake; Norwegian Cruise Lines; and M-Ships);
- (2) Negotiating contracts and preserving existing jobs (saving 19 Maersk ships operated by USSM from going AMO; good increases in contracts like Horizon, E-ships and MTL/Lykes and negotiating increases for APL POID with job security while many other APL positions were eliminated);
- (3) Providing Secure MEBA Benefits (providing improvements while ensuring financial health of Plans);
- (4) Raising MEBA's profile in Washington legislatively (new MSP Program, Ferry Boat Discretionary Program) and with successful bidding of new government contracts (Oceanographic and NOAA vessels);

- (5) Successful activations with the War on Terrorism (commercial and CIVMAR).

SECURING THE FUTURE

During my term we have added new fleets to MEBA in new industries (Great Lakes and Cruise Ship industries) and secured new MEBA jobs. We have more jobs now than when I first entered office and our benefit plans continue with stability. Now is not the time to rest. In order to secure more opportunities for MEBA members and your families we have organizing drives ongoing; are bidding on additional government contracts; and strive to solidify our footprint in Alaska while protecting our CBJ and AMHS members. Our budget is currently balanced. Finally, the officials running with me on MEBA Team II are committed to providing you and your family with Financial Security, great Healthcare, a wonderful Pension, and the ability to live your lives knowing that your union officials are fighting for you everyday. Your vote for the MEBA Team II is a vote for experience and knowledge that will assure that MEBA remains progressively strong.

When I decided to run for office in 1999 I was guided by a desire to improve the quality of service that our members receive. Over the past five and a half years in office, it has been extremely satisfying to make your concerns my top priority and find solutions to these concerns.

Issues:

We can no longer ignore the will of the rank and file member. Intimidation and lack of information must be replaced with respect and knowledge. Empty campaign promises must be replaced with hard work and dedication. Economic survival of our Plans and the financial stability of our union is my top priority.

Solutions:

Together, we can bring MEBA into a future that has financial stability, a strong job base, securely funded health and pension plans, well-negotiated contracts, and effective district organization.

If elected your President, I will create direct open communication between the membership and myself. Your concerns will continue to be my concerns. Together, we can work to meet any challenge. I will not make promises to you that I cannot keep and I expect you to hold me accountable to that.

Your Vote Makes The Difference:

The single most important asset of the MEBA is you, the individual member. The collective intelligence and professionalism of our members sets us aside from our competition. Democracy, honor and integrity are key to the future of the MEBA. Together we can create a unity of purpose that will determine the direction of the MEBA for years to come. I hope you will join with me and the candidates of MEBA-United. Together, we will strive for a secure future for every member, family member, and retiree of the MEBA in the true sense of Unity and Friendship. Thank you for your vote and support.

MIKE JEWELL



Service:

Today, the MEBA stands at a major crossroads that I believe will ultimately determine the economic health and overall well-being for

ourselves and our families. Our union faces several serious problems including: loss of traditional work rules, irresponsible handling of union assets, and the erosion of our Plans. We need new leadership to streamline the MEBA into the 21st Century, both in how we communicate, educate, represent, and involve our membership. We need positive MEBA leadership with innovative ideas, a strong vision for our future, respectability in the maritime community, and knowledge of the maritime industry.

CANDIDATES FOR THE OFFICE OF THE PRESIDENT OF DISTRICT NO. 1

RAYMOND "RAY Z" ZBYLUT



A couple of elections ago, we elected a President whose campaign slogan was; 'A Leaner, Meaner, More Militant Form of Unionism.' Yet when I

had beef on a ship, the same guy stated to me *"Well, times are tough, we kinda have to bite the bullet."* As far as I was concerned that President sold me, and Unionism straight down the River.

Unionism has been replaced by a "corporate culture" as far as I can tell, and many of the "Big Wigs" at shipping companies are Marine Engineers and Mates, who sailed out of M.E.B.A. and a Crony Mental-

ity exist, so when it comes to representing Rank and File M.E.B.A. Members, we get nothing, as long term friendships seem to supersede Union Fraternalism.

Union 'Corporate Culture' has caused our Union to exist for one thing, and it is surely not for Rank and File, it has become a Country Club, for a select few individuals who had the time in to retire years ago. But why retire when they can collect a huge paycheck, attend elite cocktail parties on Capitol Hill, get photographs taken with Congressmen & Women, & Senators, so as to have a conversation piece on the wall in the den. Sure we've all heard it before, (ad nauseum) they are lobbying for ship, lobbying for jobs, campaigning, and getting political allies in our corner. Let's face it, being an elected official with M.E.B.A. is a gravy job, with the best pay one can get,

one is at home every night, no night alarms, no bunkering, no sleepless nights, and they will do anything to make it last as long as they can, and if that means appeasing shipping companies, at the expense of some 'mere rank and file nobody,' then it's a "no brainer" as they say.

Over the years I have witnessed some of our best Union Brothers and Sisters railroaded off ships, when they could not take the same sleepless pace on our diesel ships. They were "too old" to work round the clock like some fireball 21 year old fresh out of the academy.

I have been active over the past two years with the White House, as well as Senate, and Congress to make shipping companies enforce labor codes, and laws that exist to stop exploitation of we rank and file, as time and time again our elected officials do not want to make waves.

CANDIDATES FOR THE OFFICE OF SECRETARY-TREASURER OF DISTRICT NO. 1

SCOTT LIEBLING



The MEBA has been operating at a deficit, and it's time that we had a secretary-treasurer that is willing to address the fiscal problems facing our union. Your

vote for secretary-treasurer may never be more important than the one you will cast in this election.

As your secretary-treasurer, I will examine our finances in detail, and within ninety days have plans in place for a working budget and instituting cost controls and strict financial oversight of all union expenditures. It's *your* money and *your* union, and you need a good *watchdog* in office to make sure your money is being spent wisely. I'm smart enough to know that I don't have a monopoly on good ideas, so I will actively solicit input from the membership regarding our finances. I will also keep the member-

ship informed of our financial condition on a periodic basis in the belief that an educated membership is one of our union's greatest assets.

I am a 1979 graduate of the Calhoon MEBA Engineering School and hold a license as chief engineer. I served as representative, patrolman and branch agent under four administrations, earning a solid reputation as an honest and hard working official who served the membership without regard for political considerations. During my tenure in office, I was instrumental in bringing the MEBA back into the local labor movement and networking with area community groups and political figures. This built a foundation from which MEBA still benefits today.

In addition, I served as an alternate trustee to the benefit plans for three years, where one of the employer trustees called me "one of the best" union officials he'd ever worked with. I know the importance of competent yet compassionate stewardship over our

benefit plan finances.

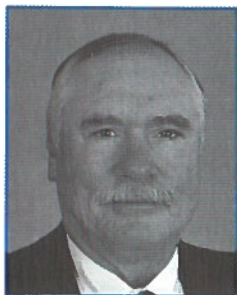
I have been sailing regularly since 2002, mostly on tankers. This has given me a chance to learn and experience the things that greatly concern our membership. Indeed, shipmates still ask me for information regarding contract and plans issues.

I have been married for twenty-six years to my wife Marian, and have two sons. I hold a private pilot license from the FAA and an amateur extra class license from the FCC.

I, along with the other MEBA United candidates, pledge to work hard to earn your confidence. For more information, please visit www.MEBA-United.org.

CANDIDATES FOR THE OFFICE OF SECRETARY-TREASURER OF DISTRICT NO. 1

CECIL A. MCINTYRE



I am running for reelection as Secretary Treasurer with President Davis's MEBA TEAM II. I have been with MEBA since 1979. I have 11 year's experience as a Union Official.

Over the past three years, I have served as a Trustee to the Benefit Plans and Director on the newly restructured American Maritime Congress.

I pledged prior to 2002, that I would keep the Union's finances under control. At that time, the deficit was spiraling out of control. As Secretary Treasurer, I worked diligently to achieve fiscal stability. The deficit is now nearly eliminated. In my original campaign for Secretary Treasurer, I also stated that organizing would be a high priority. We have succeeded by bringing in new companies and ships including NCL, Interlake, the Oceanographic vessels with MSC, Brady Marine and locked in a first ever labor agreement with the DRBA.

Another important aspect is the activations of the LMSRs and RRF vessels. I commend the membership and the Davis Administration for the successful activation of the largest sealift since World War II. Many times

during OEF, OIF 1 and OIF 2 the activations took place on Friday afternoons after normal working hours. Working together, Union Officials and members crewed-up the vessels on many weekends. This accomplishment has sent a message that MEBA Officers are worthy of operating even more ships in the government fleet.

When it comes to contracts we fight for you every day during beefs and negotiations whether on CIVMAR fleet vessels; shore-side with POID (excellent new four year contract); inland waterways with the ferry outfits like the Staten Island Ferries; and Deepsea with companies like Horizon Lines, E-Ships and MTL/Lykes. When it comes to job security, we saved the 19 vessels with USSM/Maersk- jobs that were on their way to the AMO before we came into office. We also shored-up employment with FABCC vessels and their replacements for the next 10 years with the newly formed company M-Ships.

My record speaks for itself. I have a hands on approach and a workman-like attitude that I bring to the job of Secretary-Treasurer. Every decision I make is important because it is the dues collected from the membership that keeps MEBA's engines rolling. Everything I do and every decision I make takes into consideration the entire membership.

Let's keep steaming along - Vote Cecil McIntyre for MEBA Secretary Treasurer along with Ron Davis and the MEBA TEAM II.

JIM STAATS



Dear Brothers and Sisters,

My name is Jim Staats and I would like to inform you that I am running for the position of Secretary-Trea-

surer of the M.E.B.A. I am a graduate of the Calhoon M.E.B.A. school. I have been shipping out of the West Coast for the past 24 years. I've been married for 21 years and have 3 children.

I believe that the Membership of the M.E.B.A. should have more say in what happens with our union. I'll bring honesty and integrity along with a 100% commitment to the Membership and the union should I be your choice for Secretary-Treasurer. I will give that position my fullest attention and be available to the Membership at all times. I believe it's time for a "rank and file" member to be part of your leadership.

I am running a grass roots campaign and would like to thank you for your support.

CANDIDATES FOR VICE-PRESIDENT - ATLANTIC COAST, BRANCH AGENT OF NEW YORK

DON KEEFE



I am honored to run for a second consecutive term as Atlantic Coast Vice President. I joined MEBA in 1978 and have proudly served as a Union Official for nine years. The

following are some accomplishments achieved while serving as Atlantic Coast VP;

CONTRACTS

I worked diligently with my team of Atlantic Coast Officials to negotiate and enforce contracts that are among the best in the industry. As Atlantic Coast VP, I have served as principal negotiator for over 50% of MEBA's contracts. The contracts include Deepsea with Horizon, E-ships, MTL/Lykes, OSG, and M-Ships/FABCC; government contracts (MSC, NOAA, & Army Corps); Atlantic Coast ferries and inland waterway contracts. In every contract where

I have been lead negotiator, wages and/or benefit contributions have increased.

JOB PRESERVATION & ORGANIZING

For the first time in nearly 25 years, we have more jobs and ships at the end of an election cycle than at the beginning. Job preservation and organizing go hand-and-hand with making sure the Union not only survives, but also prospers. Before entering office, I stated we would successfully organize Deepsea, Great Lakes, inland waterways

CANDIDATES FOR VICE-PRESIDENT - ATLANTIC COAST, BRANCH AGENT OF NEW YORK

and shoreside jobs. Our efforts succeeded in winning government contracts for seven MSC Oceanographic vessels and relief billets on NOAA vessels; all officer positions on NCL cruise ships and on the Great Lakes with Interlake Steamship; and in NY harbor with Gellatly & Criscione and Brady Marine. I am proud to be a part of the team that preserved MEBA's jobs on the 19 Maersk/USSM vessels; the two FABC Ships under agreement with M-Ships/FABCC and the crane jobs with East Coast Cranes.

ACCOUNTABILITY

I insist on fiscal responsibility and accountability of Union Officials. I have a solid labor ethic and have set a standard of accountability that must be maintained. It is the duty of all of us to ensure that MEBA no longer loses jobs, no longer accepts poorly negotiated contracts, or allows unaccountable spending.

When leasing space in the NY area was no longer cost effective, I negotiated the purchase of a new NY hall. This long term investment will benefit the membership and has already increased in value. I never lose sight of the fact that I am responsible to you, the members, to preserve this Union's great and well deserved reputation for integrity, democracy and strength.

We have momentum; let's keep it moving. Vote Don Keefe and the MEBA Team II. Thank you.

BOB PEARL



EQUALITY FOR ALL THE MEMBERS

It is time to remove the walls between the Seagoing and Shore Related jobs. Our members should be

allowed to flow between any jobs covered by a MEBA contract, without the loss of retirement credits. Such an example could be a permanent shipboard member with 17 great

years, suddenly finds him or herself back in the hall job hunting because of the loss of a contract or due to reflagging. Wouldn't it be nice, to be able to take a shore job with a ferry, POID, or some other contracted employment so as to fill in the three years needed for regular retirement. I've also heard resentment of allowing the ferry members to work out of the hall after they retire from the ferries. This would be eliminated if all the membership were running on the same system. Thus there would be more jobs.

I'm Bob Pearl, a permanent chief with the Staten Island Ferries. I live at 410 Huff Ave. Manville, NJ 08835-2334, Phone 908-526-3604, Fax 908-526-4514, E-mail > BobP48@AOL.COM

All benefits should be offered to all units of the union. Of course all participating units should be expected to make the appropriate contribution for the benefits being received.

REPRESENTATION AND UNION MEETINGS

All members should be afforded the opportunity to attend union meetings. Units having a large number of members and located in a remote area, should be allowed to hold official meetings. Under the present system, members of units like Alaska, POID (Colorado), Panama Canal do not have such an opportunity. **This is not fair and needs to be changed.**

SPENDING AND CONTROLS

Spending must be brought under control. Quite simply, you can't spend more than you make for an extended period of time and expect to survive. Spending should only as a last resort. We must save and make due with what we have. An example of simple savings could be that of acquired air bonus miles from official travel by union officials. These air miles should be turned in for official travel and not used for personal use. Saving and proper management must be installed and practiced as an everyday event, by everyone. Until such action is taken, there should be no talk of increasing dues.

After such a system is installed and if a dues increase is needed, it should be fair and equal across the board.

NICK PRISCU



Service:

Many people have asked me why I would make the financial sacrifice of quitting a chief engineer's job with a front line company to run

for the office of New York Branch Agent. The answer is simple: I believe that now, more than ever, there is a clear need for experienced managerial ability within our union leadership.

I have been a member of the MEBA since 1980. I am a graduate of the Calhoun Marine Engineering School and have spent most of my sailing career with Sea-land, now known as Horizon Lines. I have been the Chief Engineer of the Horizon Spirit since 1999. In 1997 I went ashore and served briefly as port engineer. I was then hired to assist with closing of the Sea-land Marine Warehouse in Elizabeth, N.J.

I played a key role, not only in identifying potential vendors, but also in negotiating bailment agreements with those vendors. I was responsible for most aspects involved in emptying the 50,000 square foot facility, including rigging, transportation of the inventory and ultimately the disposal of hazardous materials that remained on the site. Following the completion of the project I returned to my career at sea. I also taught Electrical Troubleshooting and Electricity courses at the MEBA School from 1996-2002.

Issues: I served as rank and file representative to the Sea-land negotiation in 1999. This negotiation was the first time in many years that the rank and file was represented at the table for the MEBA. It was also the

continued on following page

CANDIDATES FOR VICE-PRESIDENT – ATLANTIC COAST, BRANCH AGENT OF NEW YORK

continued from previous page

first contract to be jointly negotiated with the MM&P. The resulting contract was undeniably one of our best contracts negotiated in the last decade. I offer my expertise to serve in the crucial contract negotiations for the MEBA in the future.

Solutions: There are many ways in which

you can become an active part of our organization: attending meetings, serving on committees or donating money. If we all apply our unique skills and expertise to the MEBA, the entire membership benefits. I personally pledge to do my part by serving as Branch Agent of New York, Atlantic Coast Vice-President.

Your Vote Makes The Difference: It is my firm conviction that every member can make a contribution to the welfare of the MEBA. Please vote for the MEBA-United team and watch your vote go to work for you.

CANDIDATES FOR VICE-PRESIDENT – GULF COAST, BRANCH AGENT OF NEW ORLEANS

DAN “THE MAVERICK”



BARRETT

Every three years the MEBA members have the opportunity to decide who they want to represent them at the collective bargain-

ing table and as a trustee to the MEBA Benefit Plan(s). The “slate” mentality has not worked and it is time for the union members to consider electing an “independent” candidate with “seniority” in the union.

The Matson “new build” contract was supposedly negotiated in good faith but since then the company stock and profits have increased significantly. The “re-opener” clauses in this contract should coincide with the expiration date in the ILWU contract, so that we can STRIKE effectively, if necessary. We should utilize POID to calculate the “actual” cost to operate these and other ships and repay them by standing in solidarity with them at the collective bargaining table.

Both the INTERLAKE and NCL-AMERICA contracts leave a lot to be desired. The members are led to believe that we had to accept “low-ball” contracts to get the jobs, which is the conventional wisdom of the AMO; so in effect, we are now in a “race to the bottom.” We have shown the rest of the maritime industry that we are willing to work more hours for less money, which is unacceptable.

The recent dues increase has not balanced the union’s budget and yet the union officials travel extensively negotiating separate “sweetheart” contracts, which is very expensive. **If elected, I will:**

- **Adhere to the 40-hour workweek in all contracts with increased manning on all ships and bring back “centralized” negotiations (“standard contracts”) with common expiration dates.**
- **Be accountable to all union members and handle their “beefs” in a timely matter without any favoritism.**
- **Negotiate pay increases and a 6 percent COLA per year for members retiring on a monthly annuity, who have earned 25 or more years of pension service credit.**
- **Restore “free” lifetime medical care for all “deep-sea” retirees who are 65 and older and improve the dental benefits for all participants.**
- **Ensure that union official “frequent flyer” miles become assets of the union treasury, and vote to transfer the SeaLand “billet-day” money into either the JEC or a “Strike and Organizing” Fund.**
- **Cast the “pivotal” vote on key DEC issues while safeguarding the rights of the membership, as well as the investments of the MEBA Benefit Plan(s).**

Elect Dan “the Maverick” Barrett: Branch Agent of New Orleans & Gulf Coast V.P.

MARC HUBER



It has been an honor to serve you for the last six years, first as Patrolman for New Orleans, and for the last three years as Gulf Coast Vice-President. Over 25

years ago, I first sailed from New Orleans as a cadet. I have made New Orleans and the Gulf Coast my permanent home. The knowledge which I have learned and the relationships which I have developed from my long term commitment to the Gulf Coast have paid dividends for MEBA.

For example, the car carrier contract at Central Gulf/Waterman was re-opened with increases in wages and benefits. New employment opportunities were obtained for the existing membership of MEBA with the re-flagging of a foreign flag LASH vessel. I was able to obtain new jobs on a Sulfur Carrier bargeship that was previously non-union. I have developed a strong relationship with our state and national officials and have supported their successful elections, including the re-election of US Senator Mary Landrieu, a staunch supporter of MEBA and the deep sea US maritime industry.

My long term commitment to the Gulf Coast is also seen in my routine practice of attending all of our monthly Union meetings at each Gulf Coast Port. My hands-on experience from this practice helped me

CANDIDATES FOR VICE-PRESIDENT - GULF COAST, BRANCH AGENT OF NEW ORLEANS

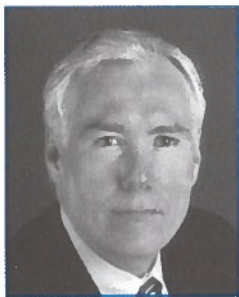
to implement cost cutting measures and to eliminate wasteful spending practices which, according to the most recent audited financial reports of the Union, reduced Gulf Coast operating costs by over 25%.

The Gulf Coast is growing, with increased tonnage in the container trade in Houston, New Orleans and Tampa; increased tonnage in the Ports of Beaumont and Corpus Christi from military activations; and, increased tanker trade in the oil and petrochemical markets. MEBA needs and deserves a Gulf Coast Vice-President with local knowledge and a permanent commitment to the area who understands how to turn that growth into jobs and benefits for MEBA members. I am that official and it would be an honor to continue working for you and serving as your Gulf Coast Vice-President.

Finally, I will be your Independent voice on the District Executive Committee. I will ask the tough questions. I will work hard to find the best possible solutions for all of the membership.

Re-Elect Marc Huber, Gulf Coast Vice-President and New Orleans Branch Agent. Contact me at my New Orleans home, (504) 288-8860 or at MarcHuber@earthlink.net.

JOHN McCURDY



I am pleased to announce my candidacy for the position of Gulf Coast Vice President/Branch Agent for the Port of New Orleans.

After graduation from Calhoon MEBA Engineering School, sailing deep sea and obtaining a chief engineer license, I started, as I believe all Union Officials should, at the bottom. I worked my way up, taking classes, making contacts, developing relationships and skills that further enhanced my ability to represent your interests and future security. The MEBA membership has invested

10 years in me as a Union Official; one year as Representative, three years as Patrolman and six years as Branch Agent. During this time I have honored that investment by furthering my education and skills in order to better serve you.

As a negotiator I have led or participated in over 80 negotiating sessions including: Alaska Tanker Company Contracts, Washington State Ferries Licensed and Unlicensed Contracts, Blackball Transport Contracts, Matson New Build Contract, Alaska Marine Highway System Contracts and American President Lines/POID Contract. This level of experience obtained over 10 years will serve you well as next year we negotiate the Liberty Maritime Contract, the Sulfur Carriers Contract, the Waterman Commercial Lash Contract, the Central Gulf Energy Enterprise Contract and the MARAD Ready Reserve Fleet Contracts.

Assuming a position on the District Executive Committee where decisions impact the membership's ability to make mortgage payments and pay college tuitions is a responsibility I take very seriously and have prepared for. In order to preserve your Medical Plan at current benefit levels and to maintain your Pension Plan in an excessively funded status, I have, as a Trustee for the past seven years, studied the intricacies of our Plans and fully understand the challenges ahead and the solutions they require.

MEBA's future, your future, rests in your own hands. By taking the time to vote, you chart our organization's course. You choose whether experience and a good working relationship with the other MEBA Union Officials is important. If you believe this is important, then with your support the **MEBATEAM II** will continue to work for a stronger brighter more secure future for you and your family.

BILL TATE



Service:

My name is Bill Tate, and I am running for the Office of New Orleans Branch Agent, Gulf Coast Vice-President. I am seeking office

because I believe all of us at the MEBA should set our sights higher than we have in the past.

I was born and raised in Brooklyn, New York. I graduated from S.U.N.Y. Maritime College in 1978, with a B.E. in Marine Engineering. For the next 17 years, I sailed under both the dry cargo and tanker agreements. In 1995, I took a job with MTL in the MARAD RRF program. I have worked on the Cape Ducato, Cape Domingo, and I am presently employed on the Cape Douglas. I hold a First Assistant Engineer Steam and Motor license, and have been active in union politics for over 10 years.

Issues:

Webster's dictionary defines a labor union as "an organization of workers formed for the purpose of advancing its members interests with respect to wages, benefits and working conditions." The present Administration has come up short in all three areas. They have organized low wage, reduced benefit, AMO style jobs. They have doubled the retiree medical contribution, and have undercut the 40-hour work week. The present Administration negotiated an 8-year agreement which provides small wage increases which may not keep pace with inflation. The Carlyle group purchased Horizon lines less than a year and a half ago for \$315 million. They sold it in May, 2004 for \$650 million. The Carlyle Group definitely advanced their interests, but the current Administration has not advanced the interests of our members. We must evaluate the path we are currently on as a result of the present Administration's decisions and lack of long-term vision.

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CANDIDATES FOR VICE-PRESIDENT - GULF COAST, BRANCH AGENT OF NEW ORLEANS

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Solutions:

The MEBA-United team is different. The MEBA-United team will represent all of our members. The members of our organization are well-trained, committed workers who

deserve quality jobs. The MEBA-United team will work to expand our job base. We will not accept sub-standard contracts. We pledge open and honest communication with the membership. We will practice fiscal responsibility.

Your Vote Makes The Difference:

In closing, I ask that you to support the MEBA-United team. Please vote for me, Bill Tate, for Port of New Orleans, Vice President Gulf Coast. Together WE WILL make a difference.

CANDIDATES FOR EXECUTIVE VICE-PRESIDENT - WEST COAST, BRANCH AGENT OF SAN FRANCISCO

BILL HALL



Service and Opportunity- My nearly 20 years of membership in MEBA has provided extraordinary opportunities for my family and me. Our involve-

ment in the MEBA over the years has improved our lives immeasurably. My goal is to see to it that our MEBA members are afforded similar opportunities to the ones my family and I have had. For this reason, I have decided to seek the office of Branch Agent Port of San Francisco, Executive Vice President. I pledge to dedicate my efforts to serve MEBA and improve each and every member's welfare.

Issues- As the MEBA moves forward into the future, the challenges we face as a membership are formidable. As an organization, we must carefully attend to the many essential Plans, Contracts, and District Organization in order to ensure a viable future for all of our membership. If we cut corners, make mistakes or significant omissions today, this could cost our membership for years into the future. We must not let this happen.

Solutions: During past and present administrations the MEBA treasury expenses have continued to exceed its' income. We cannot continue the present administration's misuse and out of control spending of our valuable reserves. The MEBA must improve our organization's efficiency. I propose

that a committee of our very competent MEBA membership be created to review and propose solutions to this problem. We also cannot afford to repeat the current administration's deteriorated relations with other maritime labor organizations. The recent Matson, Interlake, NCL, and the new Horizon Lines Research Vessels are glaring examples of how poor relations can impact the labor movement. If we enter into a competing labor war, workers on both sides suffer the consequences. One of the challenges I would propose to our competitors in the labor market is how can we share common expenses, and work toward the goal of unity? I will push for mutual agreements with our competitors to protect the most important facet of organized labor: you, the worker.

Your Vote Makes The Difference: The choice to make the MEBA the best organization on the waterfront is in your hands. As a part of the MEBA-United campaign, I wish to offer my services on behalf of the MEBA. Please vote for me, Bill Hall for the office of Branch Agent Port of San Francisco, Executive Vice President. Thank you for your support.

BUD JACQUE



It is my pleasure to serve District No. 1-PCD, MEBA Membership as Executive Vice President and Branch Agent of San Francisco. I am seeking your

vote for another term of office as your Executive Vice President. For the past 13 years, I have held the offices of West Coast Representative, Patrolman, and Branch Agent of Seattle and Executive Vice President/Branch Agent of San Francisco.

As Executive Vice President, I am in charge of all West Coast Contracts, Labor Negotiations, and Political Activity on Local, County, and State Level for the West Coast. In the past 2½ years, I have negotiated or participated in the following contracts with Rank and File negotiating Teams and other Union Officials:

1. Alaska Tanker Company New Build Contract: 20 Year Contract
2. Alaska Tanker Company General Contract: 6 Year Contract
3. Blackball Transport: 4 Year Contract
4. AMHS Fast Ferries Contract: 3 Year Contract
5. AMHS General Contract: 3 Year Contract
6. Chevron Shipping Contract: Mates and Engineers: 3 Year Contract
7. Matson Moku Pahu Contract: 3 Year Contract
8. Matson New Build Contract: 5 Year Contract
9. American President Lines/POID Contract with President Ron Davis: 4 Year Contract

As important as it is to negotiate good long term contracts, it is equally important to be able to set up a Primary Picket Line. I have participated in 4 successful strikes over the past 13 years for MEBA.

I serve our Membership equally from Mates

CANDIDATES FOR EXECUTIVE VICE-PRESIDENT – WEST COAST, BRANCH AGENT OF SAN FRANCISCO

and Engineers to our POID Members throughout the United States, from our Ferry Members on the East Coast, West Coast, and Alaska, from our Great Lake Members to our City and Bureau of Juneau Members in Alaska. I am very proud of MEBA, our Members, and I serve this Membership with Great Pride.

What I can promise for the next 3 years is a Union Official that will fight for your rights and contracts and an Official that will make decisions to protect the Benefits, Welfare, and Medical for our members, their families and our retirees.

The candidates and issues are important but nothing is as important as your involvement in this election process. Exercise your Democratic right as a MEBA member.

VOTE!
IT'S YOUR FUTURE!!
VOTE FOR BUD JACQUE

CANDIDATES FOR THE POSITION OF BRANCH AGENT OF BALTIMORE

EUGENE "GENO" ENNESSER



Service:

My name is Eugene "Geno" Ennesser, and I was born and raised in Wappingers Falls, NY. In 1981, I graduated from Massachu-

setts Maritime Academy in and joined MEBA-D1. Opportunities were limited in the northeast so I headed to Houston, TX where I presently reside.

I have two daughters, Samantha and Sarah, who I have raised since the ages of 9 and 10 on my own. Their mother passed away in 1994 from cancer. The oldest Samantha is married and the youngest Sarah is in her second year of college.

I sailed tankers and container ships out of the hall until 1993, when their mother was diagnosed. I then found a job in the ROS program. I have remained in the ROS for the past 11 years and presently am sailing Chief Engineer on the Cape Trinity.

Issues:

My motivation for running is simple. I want to see positive and effective change.

Solutions:

I have seen this union evolve through many changes over the past 23 years. I think it's time we let the membership have a voice in union operations beyond the 3-year elections. The union officials need to not only listen to members, but share informa-

tion with them. The membership deserves to know what is coming before it happens. Contracts need to be discussed with the membership before negotiations and priorities are established. Contract ratification votes need to be published before the meetings to allow members to review them properly. We need to have the members voting fully informed, not just with the information the union official gives them right before the vote. We need to be the conduit for the members to the DEC and from the DEC back to the members. These aren't new ideas by any means, but I have failed to see them executed in my 23 years and I believe that it can be done.

Your Vote Makes The Difference:

The MEBA has been very good to me over the past 23 years. Being a part of the MEBA, has provided my family and I with a very comfortable standard of living. I see this as my opportunity to give back to our organization through my service. Please vote Eugene "Geno" Ennesser, Branch Agent, Port of Baltimore. Together, we can help the MEBA regain its stature, not only as the premier maritime union, but also become the leader of all labor unions.

BILL VAN LOO



Dear Brothers and Sisters,

My name is Bill Van Loo and I am asking for your vote for re-election to the position of Baltimore Branch Agent.

As the M.E.B.A. progresses through its 129th year of existence, as a third generation member and an official of the current administration, I am proud to be part of this organization. The M.E.B.A. is back to its once held position as the most prominent Maritime Officers Union in the nation.

As your Baltimore Branch Agent for the last two and a half years I have negotiated contracts, been part of organizing teams, enforced contracts through the grievance process and applied the shipping rules. Also as Branch Agent I have chaired Union meetings in Baltimore, Norfolk and at the Calhoon M.E.B.A. Engineering School. At these meetings the membership has been informed and given opportunities for input via the democratic process. My work ethic as Branch Agent has been demonstrated with the door being opened for the M.E.B.A.'s presence at the Baltimore Metropolitan AFL-CIO council as a delegate. I am also a delegate to the Delaware AFL-CIO. I have a good relationship with the Presidents of both organizations and have solidified the M.E.B.A.'s political presence in both States.

Prior to being elected Baltimore Branch Agent in 2001, I was elected as Representative to the National M.E.B.A. Conventions in 1995 and 1998. As a rank and file representative at those conventions I was able to express numerous ideas to the leadership that would benefit the membership and that continue to this day.

Working for the membership and with this administration, I believe that the M.E.B.A.

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CANDIDATES FOR THE POSITION OF BRANCH AGENT OF BALTIMORE

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has made progress through organizing new companies, securing good contracts and promoting pro U.S. Maritime legislation. In addition, as an alternate trustee to the M.E.B.A. Benefit Plans I have been part of the process that benefited the membership

with necessary changes to the Plans and provided input to the progress of our school.

The future of the M.E.B.A is in the hands of the membership in this election year. Your future will be determined by the outcome of this election. If the membership wants the

Union to continue with the progress that has been made the last three years then a vote for the MEBA TEAM II will continue this progress in action. The result will be MORE JOBS for the membership.

CANDIDATES FOR THE POSITION OF BRANCH AGENT OF HOUSTON

MIKE DUNKLIN

(No statement submitted)

(No photo submitted)

LOU MARCIELLO



I am a Calhoon School graduate, have a BA and a MBA from Boston University and was the first Calhoon graduate to earn a degree from Thomas Edison

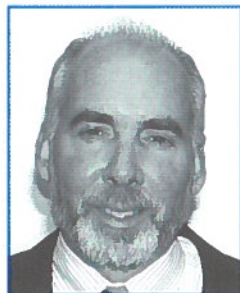
State College using Calhoon credits. I have a Chief Engineer steam and motor license and have worked as a shipyard port engineer, first engineer and relief chief engineer on MARAD ships. I am a long-time member of the Society of Naval Architects and Marine Engineers, member of the National Defense Transportation Association, and a member of the Propeller Club. I am a board member of the Greater Houston AFL-CIO and have been for the last 2½ years. I am also a board member of the Houston chapter of the National Defense Transportation Association and have been for the last 2 years. I have worked as a commercial vessel port engineer and later as Purchasing Manager for a seven vessel fleet. In 1980, I served as the Project Manager in a four year MARAD project to place computers aboard a vessel for inventory and machinery maintenance. In 1985, I established a two-location retail business that I profitably operated until selling it after five years. In 1995, I began working at the New Orleans hall as Dispatcher and then

as Representative for the next 5½ years. I gained valuable experience working with Ron Davis who at that time was the Gulf Coast Vice-President, on many MARAD, MSC, LASH, tug-barge, sulphur carrier, car carrier, port/crane engineer, and POID issues and contracts. In 2001, you elected me as your Houston Branch Agent.

As your Branch Agent, I have always treated you fairly and have always treated everyone the same. I have taken your grievances and settled your beefs. I have enforced the Shipping Rules, Bylaws, and Constitution. I have seen to it that the Houston hall received the repairs it desperately needed and have done a lot of the repairs myself. I am proud to have helped in the Interlake organizing campaign and to be involved in present ongoing organizing efforts.

It takes hard work to organize jobs and dedicated leadership to move MEBA forward. It was no easy task to take jobs from AMO and to gain a fleet of passenger ships. Ron Davis and the MEBATEAM II have and will continue to move this great Union forward. Re-elect Lou Marciello for Houston Branch Agent and vote for the entire MEBATEAM II. Thank you for your support.

ALEXANDER SCHIZAS



Service:

I am Alexander Schizas and I am running for the position of Branch Agent Port of Houston. I have a unique under-

standing of the LNG market by virtue of my personal participation in a number of initiatives. I hope to offer my experience in the most sophisticated energy transportation sector today to help create new opportunities for the MEBA membership.

I joined the MEBA in 1980 while being sponsored for LNG school. From 1980 until 1984, I went on to sail with Energy Transport. At that time, the US LNG fleet was first developing and I am proud to say that I was a part of that initiative. From 1984-1990, I sailed for the Apex Marine Tanker fleet aboard the San Clemente class tanker, Golden Monarch. In December 1990, I moved to the Maritime Administration and have spent the past 14 years with their fleet. I have been a licensed master since 1989 with my first Masters billet during Desert Storm. I recently returned from a 185-day activation in support of Operation Iraqi Freedom II.

Issues:

I have an intimate and thorough knowledge base of the Maritime Administration RRF and MSC fleet as well as the particular issues that our membership faces. The Marad ship manager's contracts will be expiring in April of 2005, with the draft solicitation already underway. The contract will be awarded on a performance basis. Under the guise of competitiveness, management will come to your union officials seeking some level of wage concessions. I do not believe that the choice must be a unilateral one. I believe that it is the members who have worked aboard these vessels who should be allowed to contribute to the decisions that directly affect their welfare.

CANDIDATES FOR THE POSITION OF BRANCH AGENT OF HOUSTON

Solutions:

I believe the most important perspective that I can offer the MEBA membership is having been a deck officer in the MEBA for more than 24 years. As someone who has not been a member of the mainstream, I empathize with our MEBA members who have felt shortchanged by the current

Administration's representation for their particular bargaining unit. I promise to represent all MEBA members with equal fairness and integrity.

Your Vote Makes The Difference:

Please join me in supporting the MEBA-United Team. Together we can improve

communication and contract negotiations on behalf of all the MEBA membership. Please vote Alexander Schizas for the position of Branch Agent, Port of Houston.

CANDIDATES FOR THE POSITION OF BRANCH AGENT OF LOS ANGELES

AL CAMELIO



I am proud to be an MEBA member and the MEBA TEAM II candidate for re-election as Los Angeles Branch Agent.

As Branch Agent for the last three years I have focused our resources on areas that matter most for our members. Job calls are run fairly, with consistency and according to our ship-ping rules. MEBA ships are patrolled, our contracts enforced and our jurisdictions protected.

L.A. Patrolman Mike Nizetich and I have made a concerted effort to expand MEBA employment opportunities. The results of our effort include additional day maintenance work on our contracted vessels in port and riding gangs for generator rebuilds.

Running a member friendly union hall is an important part of our job. People traveling to L.A. in search of work find a helpful, friendly staff and a union hall with information readily available.

During my tenure as an MEBA official the contacts and relationships that I have made in the port have helped keep MEBA an influential part of labor. I am a charter member of the Maritimes Agents Group and the Secretary-Treasurer of the Maritime Trades Department of Los Angeles/Long Beach. My participation in these groups and

in job actions has helped me forge close relationships with many other labor unions.

I am a 1983 graduate of Calhoun MEBA Engineering School. I shipped off the board until 1992, when I then served as Portland Representative for six months and supervised the transition from MEBA/NMU to District #1 MEBA. I shipped out again until 1997, when I then became the Los Angeles Patrolman. I have served as delegate to three National Conventions and as a Tally Committee member in 1990. I also served as chairman of the Shipping Rules Committee at the 1999 District Convention. I have taken labor classes, led and participated in numerous contract negotiations.

I am proud in the manner in which MEBA TEAM II officials have worked together to further the interests of MEBA members. When exercising your right to vote, please consider supporting me and the rest of the MEBA TEAM II.

DAVE SELTZER



Service:

My name is David Seltzer and I am running for Branch Agent, Los Angeles, CA. In 1982, when I graduated from Cal Mari-time, the books

were closed and I was forced to find work elsewhere. During this time I went to work on various types of vessels of various flags. When I could, I tried to get open work

from the MEBA. For four years, I went to almost every hall in the country to make an application. In 1986, I was finally successful. I have always held my MEBA membership in the highest regard.

When I joined this union, I felt proud to be part of an organization that was built upon a firm foundation. I don't feel that way anymore. Most recently my confidence in our future has been severely shaken. Member's issues and concerns are being dismissed. Job losses are being considered necessary collateral damage. There is a general sense of apathy, which is disturbing. Right now, we are extremely vulnerable and the most recent contracts reflect this.

Solutions:

You might ask what foundation or negotiating experience I have to fill the position of Branch Agent. I have been a Port Engineer for 13 years on both vessels and cranes, and each day I negotiate. Whether it is with my personnel, the company we contract to, the longshoreman or my contractors/vendors, I have to gain cooperation and results in order to get the job done.

My experience has offered me an excellent perspective on the issues. I have worked side by side with our challengers at APL, Sea-Land and Maersk. In the many years I have interfaced with the ILWU, I have seen that the true strength of a union is derived from the Rank and File. I am confident of my abilities and look forward to the challenge of working with you to help correct the present course of our union.

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CANDIDATES FOR THE POSITION OF BRANCH AGENT OF LOS ANGELES

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Your Vote Makes The Difference:

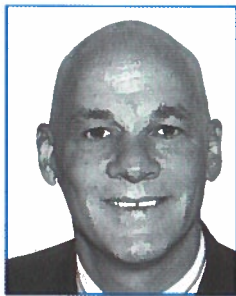
I believe that we are only strong as a focused, cohesive unit. I believe that we can work together to make MEBA the best

union in the world. Both you and I are this union. I believe our membership is the strongest of all our union assets. I will never turn my back on another member. Together

with the MEBA-United team, we can make a difference. Please vote David Seltzer, Branch Agent, Los Angeles, CA. Thank you for your consideration.

CANDIDATES FOR THE POSITION OF BRANCH AGENT OF SEATTLE

JON ANDERSON



I am pleased to announce my candidacy for the MEBA Seattle Branch Agent position. Serving our MEBA membership as the San Francisco Patrol-

man has been my cornerstone. I have also expanded in Seattle in 2003.

- Started in June, 2003- filling in as a Patrolman in Seattle visiting ships and Washington State ferryboats when the local patrolman was out doing extended USN reserve assignments.
- Delegate to the AFL-CIO in Washington State's Labor Convention 2003.
- Assisted U.S. Senator Patty Murray and staff for legislative funding towards Ferry Systems nationwide including Washington State.
- Participated with the Negotiating Committee of Alaska Marine Highway System, while serving with **Exec. V.P., Bud Jacque-** Lead Negotiator, Seattle Agent, **John McCurdy**, MEBA Juneau Representative, **Ben Goldrich**, and **MEBA Members** this year.
- Selected the most qualified candidate, Karol Kingery, for Seattle Patrolman from a field of seven potential candidates who were given Labor Class assignments for an open competition approach in my selection process. My choice was performance based; hence, Karol is the best candidate to serve the diverse needs of the Seattle MEBA Membership.

Highlights of my career while serving the **MEBA Membership**:

- **Foremost, learning the needs of the members by visiting ships, ferries, and job sites.**
- Serving on a dozen negotiating teams.
- Lead Negotiator on Local contracts delivering 60% wage increases to our MEBA Members with Golden Gate Ferry and the SFBP.
- Supporting the **ILWU** (Longshoremen) during their PMA Lockout. There was outstanding work performed by MEBA West Coast Union Officials and most important of all, the MEBA Membership that helped in this victory for all of Organized Labor.
- Re-Flagging of NCL Passenger Cruise Ship, M/V Pride of Aloha, to **American Registry**.

My Credentials are:

- 2nd Generation MEBA Member.
- Licensed Chief Engineer of Steam, Motor, and Gas Turbine Vessels: Issue-8.
- Multitude of CMES courses.

Union Labor Education:

- **Courses:** Negotiating, Organizing, Grievance Handling, Labor Law and Arbitration, Strategic Bargaining Campaigns, New Trustees Training, Training Union Stewards, and Advanced Union Leader Training.

I appreciate the time you have taken to review my experience in serving you, the MEBA Membership.

Please cast your vote for me as your next Seattle Branch Agent and the recommendations of the **MEBATEAM II** candidates, so that the progress and strength of our union can continue in its current upward direction.

Thank you for your Vote.

STEWART EMERY

(No statement submitted)

(No photo submitted)

COURTNEY G. LAMM



Service:

My name is Courtney Lamm. I am running for the office of Branch Agent, Port of Seattle. I was born and raised in Everett Washington

and have been employed by the Washington State Ferry System since 1973. I currently hold the position of vacation-relief Chief Engineer, assigned to work vessels of multiple classes with the additional challenges of staying abreast of revisions and refits.

I was very proud to be elected to Chair the WSF/MEBA Licensed contract negotiating committee for 03-05. I have also been a co-chair of a WSF Route Committee for the last 5 years and an active participant with the Ferry Advisory Committees.

Issues:

I believe it is critical to our future that the MEBA sees a return to the Democratic process. I believe that our membership deserves to have an active and respected voice in critical union issues. I am committed to the belief that the pride and morale of the past can be reestablished under the strong hand of honest leadership.

Washington State Ferries is made up of 28 vessels and 385 MEBA members. Proper

CANDIDATES FOR THE POSITION OF BRANCH AGENT OF SEATTLE

representation of the membership in this and other ferry fleets requires Contract Negotiations, Grievance Arbitration, Interest Arbitration, Political Savvy and plenty of patience and determination. I have colleagues who sail offshore and keep me aware of the activities in that part of the marine industry.

The MEBA United team would also include Lou Coulson as my Patrolman who has 20 years of offshore time and 5 years of Ferry time. With this strong team, representation

of the MEBA membership in Seattle whether it is offshore or ferry is well covered.

Solutions:

As a sailing Chief, and active MEBA member, I believe in member participation. When MEBA-United proposed that I run for the position of Seattle Branch Agent, I considered the idea at length. I considered the Team Members, their personal integrity and vision for the future of the MEBA. Their conviction and dedication to the union and membership mirrors my own.

Your Vote Makes The Difference:

I am honored to join my future in Union and Fraternity with the MEBA-UNITED Team. MEBA-United is a team of people with the deepest integrity who are willing to do what is best on behalf of the MEBA membership. Please vote Courtney Lamm for Branch Agent, Port of Seattle. Together we can restore a positive, effective and Democratic future of the MEBA.

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF NEW YORK

CHARLES FITZPATRICK



I WANT ANSWERS. WE NEED REAL REPRESENTATION

I'm Charlie Fitzpatrick of the New York Harbor, I

hold a Chief Engineer's license and work on the Staten Island Ferries as an Engineer.

I'm a second-generation MEBA member. I sailed unlicensed deep-sea with the MFOW

1978 I started work with the Staten Island Ferries as oiler

1987 Licensed as an unlimited engineer and affiliated with the MEBA

1990 and on, worked in support of MAD
1992 >> 1997 elected as shop steward

I grew up in a maritime family of both deep-sea and inland members and I understand the strain that such a life put on the family. The MEBA should always be there for the family as well as for the members.

As shop steward, I always rose to the occasion and fought for the rights of the members. I learned everyone feels their concerns are of particular importance, whether large or small, and they expect a quick answer. My practice was to always

seek the true answer (good or bad) and respond as soon as possible. Every level of elected officials and their staffs should conduct this practice of concern and response to the needs of the member.

All members should be informed (in a timely manner) of any proposed changes of benefits.

All members should be offered the opportunity to participate in all the benefit plans. If there is a reason they are not allowed to do so, they should be informed in writing as to why they are not eligible.

Establish an every day spending plan of accountability with checks and balances to stop foolish spending. So money can be used to benefit the working dues paying members of the MEBA and their families.

Provide easier accessibility and distribution of information in terms understandable to the common member.

When I ask a question, I want an answer. When I send a letter, I want a reply. All the members deserve the common courtesy of having their problems or concerns addressed by an appropriate official.

All too often, elected officials forget that they were elected to serve the membership. Not for the membership to serve them.

THIS MUST STOP!

I'm 47 years old. I live with my wife and two young daughters in Brick, NJ E-mail address > Wildred42@AOL.COM

Your support will be greatly appreciated. Thank you, for reading my views.

BRYAN C. HELM



Service:

I am Bryan Helm and I am running for Patrolman in New York. I am honored to be a part of the MEBA-United team. I am personally committed

to making the MEBA a better union for both active members and retirees. I am not afraid to speak up when things aren't right and I will always encourage the members of the MEBA to do the same. With your vote, we can accomplish this goal of open, honest and straightforward communication together.

I graduated from the United States Merchant Marine Academy in 1988 with a Bachelor of Science in Marine Transportation. I worked at the Cape May Lewes Ferry and have been a permanent mate since 1989. Sailing as a relief Captain and Pilot has given me the opportunity to manage

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CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF NEW YORK

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our ships and crews, as well as interact with management. I have worked ashore with the Port Captains' office and have gained invaluable experience with the day-to-day operations of a ferry system. In February of 2003, I sailed on board the MV Cape Edmont as a 3rd officer. Sailing on the Cape Edmont gave me the chance to experience life on board a ship. This experience also allowed me to gain a better understanding of how the MEBA works and relates to ship board life.

Issues:

I was one of the plaintiffs who sued the Delaware River and Bay Authority so that our workers would have the right to vote for a union such as the MEBA. We won that election and we are proud to now have the MEBA on our side. I pledge to work just as diligently on behalf of all the MEBA members in order to handle any grievances that arise.

Solutions:

I believe that MEBA should be a strong union that leads the way for other unions to follow. The primary basis for any solid relationship is open and direct communication. With your support, I can help the MEBA-United team make their vision of truly effective communication a reality.

Your Vote Makes a Difference:

I will personally promise you one thing:

I will do everything in my power to work for the membership and I will not be a "yes man" to anyone. I look forward to working with you and making the MEBA a strong union of the future. Please vote Bryan Helm for Patrolman in New York. Thank you for your support.

BILL McHUGH



Dear Brothers and Sisters,

I am respectfully requesting your vote to continue serving the MEBA Membership as Patrolman in the

Port of New York. The combination of my experience as a union official, combined with a diverse sea-going background provides me the necessary skills to be an effective and productive union official.

The fact that I reside in close proximity to the port has allowed me to be available outside normal business hours and during weekends. I have promoted, and strengthened the local presence of the MEBA through my involvement with New York and New Jersey area labor organizations. I also took the opportunity to become acquainted with city and state officials and politicians to further our union's cause. In addition, my knowledge of the local area

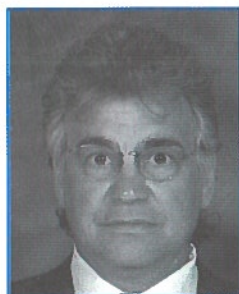
assisted in the search, purchase, and retrofit of a new union hall with parking that has proven to be a tremendous asset to the MEBA.

During my tenure as Patrolman in the Port of New York I have been attentive and swift with grievances and requests from the membership. I have been successful with several organizing campaigns in the area, and assisted with other organizing efforts that have produced viable employment for MEBA Members. In addition I have been involved at collective bargaining sessions for several large contracts and have negotiated numerous local agreements. Also, I have strived to provide effective communication between the DEC and rank and file membership, while promoting a professional and responsive, yet comfortable atmosphere in the union hall.

Over the past two and one half years I have been diligent in my duties to ensure the membership receives the representation it deserves. I am proud to be a part of a cohesive Atlantic Coast Team that has produced considerable results for the MEBA Membership. Continuity, integrity and accountability is the right formula for our unions continued success. Vote Bill McHugh and the MEBA Team II. Thank you.

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF NEW ORLEANS

M.I. "MOOSE" MALLINI



I am proud to announce my candidacy, for re-election, as MEBA Patrolman of the Port of New Orleans, LA.

As Patrolman,

I have attended, The New Union Leader Trainer, and, The Internal Organizing Class

at George Meany Labor College, in order to better prepare, perform, and accept the responsibilities of my job.

By becoming a Delegate to the Greater New Orleans, Central Labor Council, and attending council meetings, I have established communication with other active labor members and leaders, in an effort to keep MEBA abreast of local and national politics affecting labor.

My duties have given me the opportunity to personally make ship calls on the Gulf, in the ports of New Orleans LA., Mobile AL., Pascagoula MS., and Pensacola FL.

While on assignment, from MEBA President, Ron Davis, working under East Coast VP, Don Keefe's Directives, by acting as Norfolk Rep operating the Norfolk Hall, I made ship calls in the Ports of Norfolk, and Newport News VA. maintaining the good relations the MEBA enjoys in the Hampton Roads Maritime, and Labor arenas.

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF NEW ORLEANS

Accepting the Challenge of relocating to Norfolk VA., speaks of my willingness to work for the MEBA, and enabling me the opportunity to serve, and interact with MEBA members and officials, on two coasts.

Upon the election of John McCurdy, as Gulf Coast VP. /Branch Agent of New Orleans, and the, "MEBATEAM 2," I feel the MEBA, will remain in good hands now and in the future.

I have and will continue to support the administration and let the record show who can deliver what we promised. JOBS!!! JOBS!!! JOBS!!!

JOE SPELL, II



Fellow Members,

My name is Joe Spell and I am running for the office of Patrolman in the Port of New Orleans. I've been in MEBA for eight

years and am looking forward to improving our Union. The reason I am running for office is because I know that I can and will do a better job in New Orleans than has been done in the past. I will answer all questions honestly and straightforward. There will be no beating around the bush. If I do not know the answers then I will tell you so and I will try to find out the right answer to

the best of my ability, but I will not tell you something just to shut you up.

The reason I'm not running on anybody's slate is because I feel that this causes a loyalty issue. My loyalty would be to the membership not a particular group's special agenda.

I believe that MEBA is a great Union. It has provided for my family and myself for many years. My father, brother and an uncle are all members and I have two uncles that are retired MEBA. I want to keep the union strong and improve it any way that I can. I will work hard to make things better for all Members and strive for a better Port of New Orleans.

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF SAN FRANCISCO

P. ANDERSON



I am running for the position of San Francisco Patrolman and Convention Delegate.

I would like your support in continuing the tradition of this

great union.

The MEBA has the 3 C's, (Commitment, Continuity, and Compassion) that have made us a great union for the Members, and for the Maritime Industry.

• **Commitment:** In a time of war, our greatest asset as a union is our commitment to our nation. I as a member am proud of that heritage. We need a Patrolman that will have the same commitment to the members, as we as a union have to our nation. **I will fight for you.**

• **Continuity:** I started shipping in the 80's and have been through several administrations from DeFries to our Current Administration. I feel President Ron Davis and his Administration has done a service to this union, and I as a member would like

to help that vision to expand our union, making it once again the top of the industry standard. I will be here for the future of MEBA, not just 3 years and out, whether you the member elect me or not; can that be said about the others running for office. I also believe the service that you receive from your patrolman should not decrease, once the election is over, but increase: **Accept Nothing Less.**

• **Compassion:** As Patrolman, I understand the need for the official not to put his needs above the membership. That as an official you represent the membership to the outside world (unions, representatives, congress, President of the United States). **I will always put your needs first, whether its 3am or you're in a different time zone, you will have access to me.**

EXPERIENCE:

Port Engineer for 8 years with Sea-Land
First Assistant Steam/Motor/Gas Turbine
Sailed 7 years, 15 years MEBA
Negotiated the Sea-Land Port Engineers
Contract in '99 which had the largest
increase in Benefits at its signing
Continuing Education:

Labor Relations: Negotiating

and Bargaining

Labor Relations: Contract Administration

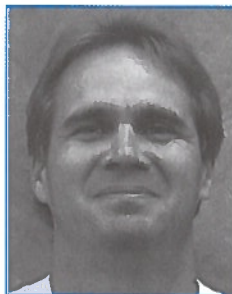
Labor Relations: Work Stoppages and Impasse Resolutions

Labor Relations: Management and Union Strategies

ANDERSON FOR SAN FRANCISCO PATROLMAN

CONTINUING THE TRADITION
COMMITMENT TO THE FUTURE OF MEBA
CONTINUITY OF SERVICE TO THE MEMBERS

CHRIS DRESSER



My name is Chris Dresser, and I am running as an Independent candidate for Patrolman, Port of San Francisco, as well as National Convention Representative.

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CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF SAN FRANCISCO

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I believe my long term record as an active rank-and-file member, and my firm support for the principles of union democracy, make me the best candidate for your next Patrolman.

After graduating from Calhoun in 1984, I worked deep-sea relief jobs out of the hall. For over twelve years, I worked on tankers, containerships, and bulkships, in ratings from 3rd to 1st A/E. Most recently, I worked nearly five years for NPR as a Container Crane Engineer in Puerto Rico.

As a rank-and-file member, I have always been closely involved in the affairs of our union.

I was active in the *Members Against DeFries* fight to oust the DeFries gang, participating in picket marches against that corrupt administration in Fort Lauderdale, Norfolk, and at MEBA Headquarters. I also took part in the round-the-clock manning and sleep-ins of the Wilmington Hall, when the professional strike-breaking Vance Asset Protection Teams were threatening to assault and seize our halls around the country.

To better prepare myself for this position, I have recently completed classes at the University of Oregon, Labor Education Research Center (LERC) in Labor Law, Analyzing Grievances, Contract Interpretation, and Preparing for Arbitration.

I do not take this position lightly by any means! This is arguably the most demanding and lowest paid elected position in our union. If elected, I will make every sacrifice necessary to meet the needs of the members.

When you ship out of the hall, you depend on the Patrolman to ensure that the Shipping Rules and the By-Laws are adhered to, that all grievances are handled correctly, and that all members receive the superior level of service we need and deserve! First and foremost, this job is a "SERVICE" position.

I know how it feels to be on that ship the Patrolman never visits, and to have legitimate grievances go unanswered! If elected, only extraordinary circumstances or more pressing union business will prevent me from calling on ships in port, and any member filing a grievance will always receive an official written response.

In closing, I ask that you take some time to look at all the candidates, ask questions, compare their positions, and then vote for me!

VIVA LA MEBA!

EDWARD F. MACCORMACK



My name is Ed MacCormack. I'd like to introduce myself and ask for your support in the upcoming election for our union. I am running for the office of Patrolman

in the Port of San Francisco. I have been a loyal MEBA union member for the past 22 years and an avid union meeting attendee. I am a graduate of Massachusetts Maritime Academy. I'm currently sailing for ASM on the President Polk as permanent First Assistant Engineer and relieving Chief.

I have been married for sixteen years and have two girls ages 5 and 10. I am running for office of Patrolman in the Port of San Francisco. I sailed off the board in San Francisco for 17 years and have seen many changes occur in that time. I understand the qualities of a real professional needed to promote job growth and stability, visit ships and provide members with the support on everyday issues and activities of the San Francisco union hall. I'm honest, trustworthy and motivated to do a great job. Union members that have sailed with me can attest to that. I will work tirelessly to help you in any way that I can!

I am excited to face a new challenge in my career that benefits both MEBA members

and my family. I appreciate the opportunity to give back to the brothers of our union.

Thank you in advance for your support.

KEVIN NICHOLS



I humbly request your vote as Patrolman in San Francisco.

I graduated at the top of my class from Calhoun in 1972, won the

Sea Project Award and was President of the Student Council.

Happily working "out of the Hall" for over 30 years. I've sailed on nearly every type of vessel we have under contract, including ROS, Research Vessels, and Ferries. I've been serving in the position of West Coast Representative in San Francisco beginning in January 2002. I know our industry. I understand our valued Membership.

I'm a grateful Member. I feel I owe everything I have to MEBA: a valuable education, good paying work, an interesting career, and a combination of Medical, Training, Vacation, and Pension benefits that are the envy of nearly every other Union.

I've taken college-accredited classes in Collective Bargaining, Labor Law, Grievance Handling and Arbitration, as well as many weekend seminars on organizing, Union to Union Networking, and Strike Planning, Etc. Few Officials have a better labor related education than I have.

I'm an experienced negotiator. With the priceless support and full-inclusion "at the table" of the Rank and File, I successfully negotiated two contracts with Matson and Chevron, resulting, in both cases, gains that exceeded ANY in the last three contract cycles.

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF SAN FRANCISCO

In the process, we doubled voluntary membership in the Chevron fleet from 1/3rd to 2/3rd's, thus giving us even greater strength going into the next contract. My most fulfilling achievement was convincing Chevron to contribute to the Training Plan so that our loyal Members could finally gain access to the top-notch education at our great School.

I'm very politically active, gladly giving generously to the PAF for over 30 years.

I go to an average of two political events per week, after 4pm and on weekends. As a result, the San Francisco Mayor, House Minority Leader Nancy Pelosi, Senators Diane Feinstein and Barbara Boxer, Congressman Mike Honda and David Wu and a host of State Assemblyman and City Supervisors now know me by my first name! Working with Headquarters, I have made or reinforced solid relationships with people who count when it comes to our industry and they are now loyal allies.

I have the education, experience, integrity, political connections, and commitment to the membership to continue moving MEBA forward.

INTEGRITY! EXPERIENCE! PROVEN RESULTS!
DEDICATION TO THE MEMBERSHIP!

I respectfully request your vote.

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF HOUSTON

GERALD DANNEKER



I have been a member of MEBA since 1979 and have sailed out of the hall most of my career. If elected I promise to make myself always available to

the membership, to respond to your problems quickly and in a professional manner.

with members and settled member beefs in a timely manner. I have attended ships no matter what time of day or day of the week. I have supplied members aboard ships with information about Union meetings, drug testing procedures, expediting license renewals, and Coast Guard documentation. I have forwarded information and concern from ships to headquarters and shared information between ships.

When I came into office, not all port relief jobs were being called. By utilizing the APM schedule calendar, Lykes daily internet schedule, Marine Exchange, e-mails from ships, and phone calls from members aboard the ships, all port relief jobs are now being called. Port Relief Rules have been compiled and posted so members do not have to rely on word of mouth or confusing and inconsistent personal interpretations of the rules. Members now have the greatest of ease in bidding on jobs. Members have put money in their pockets due to the posting of all night jobs and because members are properly informed of job opportunities.

The Houston Union officials and members have worked together in harmony and cooperation to make the Houston hall a very happy and productive hall. The hall has been continuously improved by hands-on hard work from myself, Lou Marciello, and several members from our hall. We have made the hall more respectable looking without spending a lot of money.

The current Union officials and members are working more as a team now than they have for a long time. Members now have more job opportunities and are starting to get the respect they rightfully deserve. Please keep the progress moving forward by re-electing Donn Reamer for Houston Patrolman and by voting for all the MEBATEAM II candidates.

DONN REAMER



Fellow MEBA members, after over 20 years as a MEBA member working as a shipboard engineer and most recently as your Houston Patrolman, I ask

for your re-election vote. During the past 3 years, I have fulfilled campaign promises I made in the last candidates' issue of the Marine Officer. I have proved that my greatest attribute is heart and that my heart is in the right place. I have been fair in handling differences between members and have put in the hours necessary to do the job right. I have enforced your rights in accordance with the contracts and have educated you, the members, on how the contracts affect you. I have kept in contact

DANA WOODRUFF



Service:

My name is Dana Woodruff and I am running for Patrolman, Houston. In 1999, I graduated from Kings Point. I have been in the MEBA for four

and a half years. Currently I sail as third engineer/relief second and hold licenses for first engineer and third mate.

Issues:

I decided to run for the office of Patrolman, Houston due to my mounting concerns over how the current Administration is representing our membership. Under the current Administration, a veil of disturbing secrecy has been draped over issue after issue. I believe that secrecy, when blindly accepted by any union membership, is the first step down a path towards corruption, embezzle-

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CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF HOUSTON

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ment and unwarranted "perks."

Solutions:

I am pleased that the MEBA-United team is committed to realigning our membership with the values of integrity, honesty and open communication. I want to offer

my service on the MEBA United team to help reset the course of the MEBA. I am efficient, honest and smart. When I see a wrong or hear a grievance, you can count on me to do whatever it takes to make it right. I believe that these traits will make me a great patrolman.

Your Vote Makes The Difference:

I want our MEBA union to stay healthy and strong for many years to come. With your vote, together we can make that happen. Please vote Dana Woodruff for Patrolman, Houston. Thank you very much for your consideration.

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF LOS ANGELES

MICHAEL NIZETICH



I am seeking to serve another term as the Patrolman in Los Angeles. During my term we have done the very best to provide the service that every member

deserves. The Los Angeles/Long Beach Harbor area is the largest and busiest in the United States. It is important to keep a man with experience in this position. I have worked hard with Al Camelio to create a place where members and applicants alike can feel comfortable and know they will be treated fairly when they choose Los Angeles to catch their next ship. We have also worked hard acquiring generator rebuild gangs for ASM and USSM because we can see the value that the MEBA can provide to the companies in this area. Also, I have been involved in several contract negotiations with the local tug companies. During these negotiations I have formed solid relationships for the future. My ties with local labor unions have grown during my term as Patrolman through the Maritime Trades Department, Harbor Labor Coalition, and

numerous labor rallies and job actions.

After graduating from the Calhoon MEBA Engineering School, I sailed for sixteen years as First, Second, and Third Engineer and briefly worked as a Sealand Crane Engineer before becoming the Los Angeles Patrolman. Having sailed off the board in L.A. and the experience as the Patrolman makes me the right man for the job.

I am very fortunate to have the opportunity to run again with MEBA TEAM II team headed by our President Ron Davis. During his term the MEBA has gained more jobs than any of the last five Presidents, and I feel with MEBA TEAM II our union is heading in the right direction. At a local level I want to continue to make the Los Angeles hall a place where the members will always feel welcome, be treated fairly and provide the help when needed.

Finally, Democracy is a wonderful system it gives every member a right to vote and I urge every member to exercise that right. Vote for continuity, vote for growth, vote for prosperity, vote for MEBA TEAM II.

KURT H. STREICHAN



I am a 1982 graduate of the Calhoon MEBA Engineering School. I graduated from St. Mary's College, Moraga, California in 1976 where I majored in biology.

I am a lifetime member of the National Eagle Scout Association. I volunteer at my son's elementary school where I tutor and do reading groups.

I have sailed relief out of West Coast Halls since receiving my license. I currently hold a First Assistant Engineer of Steam, Motor, and Gas Turbine vessels.

By being your Patrolman, I would be in a position to give something back to the MEBA in the way of service. I would be able to tap the pulse of the seagoing rank-n-file and report back to the administration.

I would perform the duties of Patrolman to the best of my ability with honesty and integrity. I look forward to being of service to each and every member of the MEBA.

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF SEATTLE

CLAUDIA G. CIMINI



*USMMA Alumna
*First Assistant Engineer steam-motor, Chief Engineer (near coastal); preparing for unlimited Chief Engineer license
*Sailing MEBA

since 1990 on tankers, ferries, and container-erships out of the East Coast, West Coast, and Hawaii

*Elected to 1996 Constitutional Committee; wrote report, proofread bylaw changes

*Attended 1999 District Convention

*Elected Delegate to 2002 National Convention

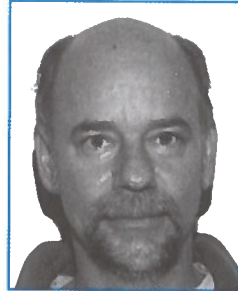
I am grateful for the opportunity you, the members, gave me by electing me a delegate to our 2002 National Convention. While preparing for the Convention, I considered ways to make best use of my time on the East Coast. After the convention ended, I attended a coffee held by Senator Murray (D-WA) at her Washington, DC office. I spoke with one of her staffers about the Senator's involvement in port security issues and he expressed his interest in getting input from the people who work on the ships and at the ports. That Spring I helped represent MEBA at several port security hearings in Seattle held by staffers and senators.

During the 1983 ConEd strike in New York, I learned how unions benefit everyone. "Voice@Work", part of a national AFL-CIO program to help "restore Americans' freedom to form unions and bargain collectively," reinforced that lesson. I reported on the "Voice@Work" seminar at the following Seattle meeting and have also provided information about local events, issues which affect us, and opportunities for involvement.

Sailing as First Assistant has taught me the importance of fairness, intelligence, and striving for complete a knowledge of an issue before committing to a plan of action.

Those lessons learned as First Assistant, and my other experiences will benefit current and future MEBA members when you vote for me as Patrolman in the Port of Seattle.

LOUIS COULSON



Service:

My name is Louis Coulson and I'm running for Patrolman in the Port of Seattle. In 1975, I graduated from Kings Point U.S.M.M.A. with

a B.S.M.E. I joined District No. 1-PCD, MEBA, in Seattle in 1976. From 1977 to 1981, I worked for Washington State Ferries eventually working my way up to Chief Engineer. After leaving the Ferries, I sailed as Chief Engineer for Calrice Transport, then sailed on catugs and bulkers for APEX Marine, which eventually became a part of the Liberty Maritime fleet. Since 1984, I have held various Assistant Engineers jobs with Matson, APL and Sealand/CSX/Horizon Lines from Seattle.

In the late eighties, I became alarmed at the information coming out of both the On Watch Committee and Freeze DeFries group. These factions led to the formation of the MAD Committee, where I spent the next few years gathering and disseminating the truth about the dishonesty and out of control leadership of DeFries. After the MAD slate was elected, I helped break down the door to MEBA Headquarters in Washington when DeFries refused to turn over control. I also assisted in re-establishing the Portland, Oregon Union Hall.

Issues

Since 1996, the MEBA members have had to spend more time monitoring the activities of their Officials than the Officials have spent representing them. The ensuing Administrations have had a poor record of honoring campaign promises and keeping the membership in the loop. The profile of the MEBA and labor in the maritime

industry has taken a consistent beating. The state of contracts, or lack thereof, such as with the Washington State Ferries and the giveaways over the last three administrations at Matson and Interlake are a disgrace. The Union's operating budget year by year has been consistently run in the red. The current Administration shows no sign of changing that trend.

Solutions:

We need to live within our means. Our job base is shrinking. Our medical plan is under pressure as a result. We need to put our house in order and to attract more members' jobs, while remaining in our core business of running a maritime union dedicated to the benefit of the members of this organization.

Your Vote Makes The Difference:

MEBA-United impressed me as a collection of individuals that have the same basic Union beliefs I have. I pledge to meet the ships and keep the membership in the loop.

WIL JOHNS



MY PLEDGE

My pledge is to work with you to secure a strong and stable future for you and your family. I will put the patrol back in

Seattle Patrolman, visiting as many ships as possible, talking with Group II's and III's, educating them on union history, and current issues. I will work to restore pride in the MEBA.

I will convey ideas from the engine rooms to Branch Agent. Working tankers for eight years, I know what it's like to be forgotten. I will work to revitalize our members and increase enthusiasm for our union.

MY COMMITMENT

My family has been involved in labor

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CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF SEATTLE

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activities since the 1930's on San Francisco's waterfront. Being an activist is my birth-right. My mission is to forge alliances and raise the profile of the MEBA.

MY RECORD

I am the only candidate with work experience as a union official:

Acting Seattle Patrolman, February 2003

Acting San Francisco Representative, March, 2003

Today, I am on a first name basis with U.S. Senators and Congress members about the ShortSea Shipping proposal and other local and national MEBA issues. I have spent countless hours of meetings on my own time and at my own expense. My tireless efforts have fostered goodwill throughout the Pacific Northwest.

The following is a partial list of my activities:

1992 Around the clock vigil at Wilmington union hall; picketed in Portland.

1994-2002 Attended Maritime Transportation Institute Roundtables.

1998 Elected by Seattle to the Tally Committee and served as its Recording Secretary.

1999 Initiated and led the effort to get MEBA affiliated with Oregon AFLCIO and take its rightful place as Maritime Trades Section head on its Executive Board; Served as first delegate in ten years.

2000 Elected as Portland's first Coordinator of Political Activities.

2000 Director of Statewide Field Operations for the successful Oregon Secretary of State campaign.

2001 Chairman, Trial Committee, Seattle.

2002 MEBA/ILWU Liaison during their

lockout.

2004 Labor Law and Grievance Handling classes, University of Oregon.

2004 Delegate, Seattle Labor Council

Let's work together to speak with a unified voice, to be proud of the first and oldest maritime union in the country.

THE WORLD IS CHANGED BY THOSE WHO SHOW UP

VOTE WIL JOHNS

Seattle Patrolman

Independent – The Only Choice

KAROL KINGERY



Background and Experience

During the past 28 years I have:

- Sailed with the Sailors Union of the Pacific as a Wiper
- Graduated from

Calhoon MEBA Engineering School in 1980

- Attended LNG course in 1981
- Sailed deep sea before joining the Washington State Ferries-last 18 years as Chief Engineer with WSF
- Been an active trade unionist who participated in WSF negotiations
- I am currently taking and am scheduled to take the following Labor classes: Collective bargaining, Grievance handling, Shop stewards, Labor law, Negotiating/writing contract language, and Organizing

Dear Brothers and Sisters,

Every MEBA union member counts. I

have the determination and resolve to continue to make the Seattle MEBA Hall strong and united. Working tirelessly, I will solve unsolved problems and encourage full participation from the membership. In other words, I totally subscribe to "The Union Worker's Bible."

I am very honored to be asked to join the MEBATEAM II. With the combined years of experience and success that President Ron Davis, Executive Vice-President Bud Jacque, Seattle Branch Agent candidate Jon Anderson and the rest of the MEBATEAM II candidates have brought to our Union members over the years, I jumped at the opportunity to be a part of their team; to serve my fellow members with the best representation of our Union.

While advocating the needs of the Union members in a professional manner, I will be taking any and all of the memberships' input, so that I will follow up on grievances using resolve and getting answers for proper closure. Researching all avenues for the success of our membership and utilizing my developed people skills, I will get to know the participants on all sides of issues. I will be there for the membership with a clear, concise and open policy; there will be no hidden agendas. I will work for and with the MEBA membership to build upon our premier maritime Unions' legacy.

In summary, I will use my energy to impart a high level of participation in our Halls' activities. I see this as an honor and a sense of duty to our membership. I'll go to bat armed with the facts and information to see to it that we prosper and to make us all proud to be members of our great Union as your Patrolman. I thank you for your vote.

CANDIDATES FOR REPRESENTATIVE TO THE NATIONAL MEBA CONVENTION

P. ANDERSON

(See Page 15)

MARK AUSTIN



My name is Mark Austin and I am running for Delegate to the National MEBA Convention. I am a graduate of Calhoon MEBA Engineering

School. I hold a Chief Engineer's License and have sailing experience on vessels ranging from Containerships to Tankers to Bulkers to Ferries. I can firmly state I am an active member in union affairs such as walking picket lines, Union rallies and holding Union Office. I have held the positions of Director of the License Division/West Coast Vice President and Branch Agent for the Port of Seattle.

The state of the Union is abysmal. Union Officials who either have no ability to balance budgets or who have an I-don't-care-I-have-mine attitude run the Union's budget in the red year after year since they have been in Union Office. Union Officials who with great fanfare shout that they have negotiated contracts with wage increases do not tell the membership that they sacrificed Union jobs to get that standard wage increase. These Union Officials just ride the Union gravy train at the member's expense but have not established any direction for the MEBA's future, thus there is no job security for the MEBA membership.

Elect me to represent you at the National MEBA Convention. Elect me to be your voice to set District Policy that will discourage Union Officials from claims of false bravado and reward Officials that attain real gains for the membership. Selecting myself and MEBA United, a group with goals that will have maritime labor once again look at the MEBA as the leader in the industry.

KEVIN BEHEN

(No photo submitted)

As the new Tampa M.E.B.A. Representative taking over for Art Hemmings who is now Retiring, I am asking my fellow members to vote me in as one of the "Representatives to the National Convention." With my new job here at the Tampa Hall and the interaction with sailing members I feel it will enable me to bring your ideas forward.

BILL CAMPBELL



Dear Brothers & Sisters, I am running for Delegate to the National Convention.

I graduated from the Calhoon

MEBA Engineering School in 1984. Since then I have sailed on many types of MEBA contracted vessels, from my first job as Third Engineer on a Victory Ship to my last 6 sailing years as Chief Engineer on board a Chemical Tanker. In January of 2002, Atlantic Coast Vice President Don Keefe appointed me as the Boston MEBA Union Representative. During this time I have had the great honor and privilege to be a part of the MEBA's current success and continued vision of the future. That vision being one of continued growth, political activism, and fiduciary responsibility to the membership.

I'm proud to be working along with Don Keefe and all the Atlantic Coast Union Officials. The work of the last 3 years is ongoing, please allow Ron Davis & "MEBA TEAM II" to continue in their efforts to maintain the MEBA, as the most righteous & vital Merchant Marine Union in America.

CLAUDIA G. CIMINI

(See Page 19)

LOUIS COULSON

(See Page 19)

JAMES R. DODSON



I hold an unlimited Steam and Motor Chief's license. I graduated from the Calhoon School in 1986. Since that time I have sailed as third, second, and

first engineer on ships assigned by the union hall. I'm convinced that electioneering should begin at nominations of candidates and end at the tallying of ballots. Then the winning candidates should reaffirm their views and the direction they intend to take the union. In the interim between elections our democratic rights are protected at monthly meetings, referendums, and the national conventions. After any heated debates every member should leave the meeting as "all for one and one for all." I believe I can help revive the glory days of the sixty's "Pressman and Calhoon" when MEBA opinions echoed in the halls of Congress, the White House, other labor gatherings and company strategy meetings. That's why I am running for Delegate to the National Convention

WILLIAM P. DOYLE



Brothers and Sisters, I am William Doyle and honored to run as your Delegate to the National MEBA Convention with Ron Davis's MEBA

TEAM II. I serve as MEBA's Legal Representative. Prior to this, I sailed mainly on tankers beginning in 1992 after graduating from Massachusetts Maritime Academy.

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CANDIDATES FOR REPRESENTATIVE TO THE NATIONAL MEBA CONVENTION

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It has been a great 3 years for MEBA. As Legal Representative for the Union, I am involved with nearly every facet of the Union. Working as an advisor to this administration, we have been very successful in areas including organizing, contract negotiations, reducing the budget, grievances and arbitration.

ORGANIZING

Under President Davis's administration, MEBA has more jobs and ships now than we had at the end of 2001. I am proud to be part of the team that brought in new companies and jobs with Interlake, Norwegian Cruise Lines, Brady Marine, 7 MSC Oceanographic vessels and NOAA.

CONTRACT NEGOTIATIONS

I have been involved in nearly every contract negotiation during this term. The contracts speak for themselves. I commend to tenacity of this administration with holding the line for the membership during every contract negotiation including Horizon Lines, MTL/LYKES, POID, E-Ships, DRBA and M-Ships (FABC).

FISCAL RESPONSIBILITY

Balancing the budget has been a difficult task over the past several years. This administration has tremendously reduced the deficit. Keeping in mind our fiduciary responsibility to the treasury and membership, we reduced the deficit by approximately \$1.5 Million and the budget is on track to be balanced for FY 2004.

GRIEVANCES & ARBITRATION

When the Davis Administration came into office, I was instructed to become directly involved with the grievance and arbitration process. During this time, I never lost an arbitration and favorably resolved hundreds of beefs for the members.

I am very knowledgeable with respect to the MEBA National Constitution and look forward to serving as your Delegate to the National MEBA Convention. Vote William Doyle and the MEBA TEAM II.

CHRIS DRESSER

(See Page 15)

CHARLES FITZPATRICK

(See Page 13)

MARK S. GALLAGHER



My name is Mark S. Gallagher and I am seeking your support for re-election as representative to the National MEBA Convention. I graduated from Maine Mari-

time Academy in 1988 and immediately entered active duty military service as an officer in the United States Navy. During my tour of duty with the Navy, I completed a nine-month deployment to the Persian Gulf in support of operations Desert Shield/Desert Storm.

I left military service in 1992 and sailed as a relief engineer out of the hall in Baltimore on various dry cargo and tanker vessels. In May 1996, I was hired as a full time Union Representative at headquarters in Washington. In this capacity, I work as the Contracts Compliance Officer, tracking and adjusting wage and benefits as contractually required and acting as the union liaison between the contracted operators and the MEBA Benefit Plans for those adjustments, perform research and cost analysis for contract negotiations, draft contract language, and support the out ports with contract interpretation/enforcement.

Based upon my unwavering dedication to the membership of this union and the professional working relationship we established over the years while he was the elected Vice President of the Gulf Coast, President Davis allowed me to continue my support to the Union and his Administration. I have had the distinct pleasure of serving

the membership of this union under three Administrations.

Under President Davis' expert tutelage, the unions job base has expanded and been diversified into areas MEBA had not participated in for far too many years. The re-establishment of MEBA's presence on bulk vessels operating on the Great Lakes with The Interlake Steamship Company, our renewed presence in the U.S. passenger vessel industry in Hawaii through NCL America, and the recent award of seven (7) Oceanographic Vessels to be operated for the government through Horizon Lines are all recent examples of historic events in MEBA's history the membership can be proud of and they represent significant employment opportunities for the membership as well.

As a representative to the National Convention in 2001, I actively participated in the formation of policy that will help guide our unions' prosperity well into the new millennium, with your support for myself and MEBA TEAM II; I would be honored to continue this endeavor on your behalf and with your best interest at heart. Thank you.

BRYAN C. HELM

(See Page 13)

ARI JALKIO



I am Ari Jalkio and I am running for Representative to the National MEBA Convention. I support Mike Jewell and his MEBA-United team. I have been

sailing on MEBA vessels since 1985 and I have never met any Union official who has more integrity and moral character than Mike Jewell. I believe that under his leadership, the Union will prosper and regain its reputation as the epitome of a democratic Union.

CANDIDATES FOR REPRESENTATIVE TO THE NATIONAL MEBA CONVENTION

I started sailing as summer job while I was going SUNY at Albany and after graduation and working ashore for a while, I decided to come back to sea where I have been ever since. I started sailing for MEBA with Coordinated Caribbean Transport as Third Mate in 1985. This company was bought out by Crowley and became the first instance in my career where my job was lost AMO. The same thing happened on the APEX ITB tugs, I eventually ended up working ten years on the LNG vessels, where again I was out of a job due to AMO. Since then, I have worked on military ro-ro's, grain ships, and various vessels through the MEBA-MM&P pass-through program.

Which comes to the point why I want to be a representative. Recently, MEBA got the contract for Norwegian Cruise Line. I know it was a difficult contract to get but I assumed that our members would be getting some of the jobs. As of now, out of the 26 billets on the first ship, not one MEBA Mate and very few if any of the Engineers billets have been filled by our members. I have talked to many Mates and Engineer's who have sent their resumes and are interested in the positions but NCL has not been considering qualified MEBA members even to go to an interview. Instead, the Company has hired ex-AMO personnel who used to work on the Independence and a few recent King's Point graduates. I do not like the fact that MEBA is accepting all of these ex-AMO personnel whereas our member's are not being considered. This has to change and I will try to work with our officials to make this happen. If I am able to attend the convention, I will use all my efforts to bring back democracy to our Union with the help of the MEBA-United team.

WIL JOHNS

(See Page 19)

LEE A. KINCAID



Most members remember me from my time at the Calhoon MEBA Engineering School where I lived and worked from 1992 to 2002. I was instrumental in assisting with the revitalization of our school both on the operational and educational sides.

I had the privilege of meeting and getting to know a vast majority of our membership through everyday life at the school and in everything from small boating classes to Tankship Safety Classes. From after hours, weekends, and "on the road" at various union hall classes, I have always made myself available to serve the needs of the MEBA member and promote the value and professionalism of the MEBA.

I have been a member of District 1 MEBA for 27 years. I am a 1977 honors graduate from the US Merchant Marine Academy with a degree in Marine Transportation and a minor in Maritime Law.

I hold a fourth issue unlimited Master's license and have sailed in every licensed deck officer position including Master for Apex Marine Corp. I continue to remain actively involved in all aspects of the maritime industry including: vessel operations, regulatory agencies, trade associations, and Washington DC legislative affairs.

Friday of Labor Day weekend of 2002, I was maliciously terminated for political reasons from my position at the Calhoon MEBA Engineering School. My family and I purchased a home and continue to live in Easton, Md where I continue to enjoy contact with my fellow MEBA brothers and sisters.

I openly support Mike Jewell and the candidates representing MEBA UNITED. Like

you, I have heard and have been witness to many empty and broken campaign promises from past administrations. Unlike past administrations and slates, MEBA UNITED brings together a group of members that are committed and sincere about truly making a difference not only for the member but also the member's family and the MEBA retiree alike. Many of these candidates are setting aside highly paid sailing positions because they realize it is now their obligation and duty to step up and make that difference.

I have always believed that the solution for success is to surround yourself with the best talent possible. MEBA UNITED is composed of some of the very best MEBA talent from the maritime industry. I ask you for you vote and support in this election and remember, "the only thing necessary for evil to prevail is for good men to do nothing." Please VOTE.

KAROL KINGERY

(See Page 20)

PAUL KRUPA



Vote for Paul Krupa as delegate to the National MEBA Convention! As an active member for close to 25 years, a former union official and MEBA staff member, I have the experience to ask the right questions and make sound decisions about the issues facing our union.

The MEBA has changed dramatically in composition these past few years. The diversity of MEBA has never been greater. But for all MEBA members to have fair and equal representation -- seagoing and land-based alike -- it will require restructuring our union.

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For too long, non-seagoing members have been overshadowed by the maritime membership. Often they are catered to only around election time.

At the same time, the destiny of the seagoing membership should not be determined by individuals with no connection to our industry but who are members of our union. The challenges facing U.S. shipping are immense -- How do we ensure good jobs at the wage and benefit levels that reflect our professionalism? How do we grow the deep-sea sector? Is every penny of deep sea-generated dues dedicated to these causes?

There is room in our union house for everyone, but our structure must protect the distinct interests of the deep-sea members, the limited license and unlicensed maritime membership, the county and city public employees, and many other diverse land-based groups. National MEBA allows us the vehicle for ensuring each group of members can advance their interests. And, at the same time, National MEBA allows us a structure to celebrate and promote our common interests as working people.

I believe National MEBA can be a robust, dynamic and representative union structure where these issues can be resolved. I'm ready to work towards that goal. I ask for your vote, and if elected, I will do my best to serve honorably and in your interest and in the interest of all our members.

JIM LARIVIERE



I have served the membership as a union official for the last twenty years. I graduated from Massachusetts Maritime Academy and joined MEBA in

1978. I also attended Cornell University's Labor program. I have a strong union background. I am serving the membership as a

representative in the Port of New York. I have a good working relationship with East Coast Vice President, Don Keefe and Patrolman, Bill McHugh. I have been the Director of N.Y. and Inland Harbor contracts for the union since 1987.

I have negotiated contracts with the following companies:

NYC Ferryboats, NYC Fireboats, NYC Prison Vessels, Energy Transportation Tugboats, Governor's Island Ferryboats, Boston Marine and Columbia University's research vessels. I am currently negotiating the Cape May Ferryboat contract with Bill Van Loo and a dedicated group of rank and file members.

I have been a picket line captain in New York, New Jersey, Maryland and recently in Massachusetts.

I serve on the NYC Central Labor Council, NYC Municipal Labor Committee and Philadelphia's Labor Council. I have been a regular delegate to the New Jersey State AFL-CIO Political Convention. I have also been a delegate to Delaware's AFL-CIO convention.

I have covered more ships, settled more grievances, attended more arbitrations and license review boards than any other official.

I support Ron Davis and the MEBA Team II.

I have attended the MEBA conventions for twenty years. I hope to serve you again as representative to the National MEBA Convention.

Thank You

MARK MAHAN



Dear Brothers and Sisters of the MEBA,

My name is Mark Mahan and I am running for position of delegate.

I am a 1985 Calhoun graduate and have sailed predominately off the board on the East Coast. I was 1st Assistant Engineer for 4 years on the M/V Cape Douglas. For the past year I have been working as Port Engineer for USSM. Previously I worked for Navieras as PE in their final year.

With your vote for me, you will be sending a delegate to the convention that will be keeping the best interests of the rank and file to the forefront. I feel we are in a pivotal moment in the history of our proud union and I want to do my part to ensure that our future is as bright as our past.

ROBERT L. MARTIN



I am running for Delegate to the National Convention with MEBA TEAM II. I currently serve as MEBA's Organizing Director. I am a long time member that began going to sea in 1976.

As MEBA's Organizing Director, a department that MEBA President Ron Davis formed in early 2002, I have been involved with many successful organizing drives that will further the Union's best interests. In particular, I am very pleased with the overall success of bringing into the MEBA fold companies such as Interlake Steamship Company and Norwegian Cruise Lines. When organizing, we must keep an eye on the most important aspects that concern the membership- jobs, benefits, and preserving the Union's future.

Prior to 2002, MEBA was losing several ships per year to the scrap yard and AMO. This was a huge problem because loss of ships means lost jobs, and loss of jobs means loss of contributions into the Plans. Prior to 2002, we had an aging fleet and nothing was being done to assure that MEBA members and retirees could continue to receive excellent benefits including medical

CANDIDATES FOR REPRESENTATIVE TO THE NATIONAL MEBA CONVENTION

benefits. One of the solutions was to aggressively organize new fleets, bring in new jobs and keep the pipeline of contributions flowing into the Medical Plan. We have succeeded with bringing in jobs through new companies that are contributing excellent rates into the Medical Plan- this is important because someday we will all retire and in order to continue with retiree medical there needs to be companies contributing into the plan. The companies we have brought into the fold have fleets of ships that will be around for a long time. For this, I am very proud.

As MEBA's Organizing Director, I have also studied Lead Organizing at the National Labor College at the George Meany School; assisted on the Workers Free Choice Act; built political allies in Washington, D.C. and around the country for future strategic leverage campaigns; and formed friendships with many member Unions to the AFL-CIO Executive Council.

We have more work to do- Vote Robert Martin for Delegate to the National Convention and for Ron Davis and his **MEBA TEAM II. Organizing is the lifeblood in the veins of every union for without it they will surely die.** With an agenda that focuses on organizing new companies and expanding the current job base, we can continue to grow in **"Unity & Friendship."**

ANGEL MONTANEZ



Dear Brothers and Sisters,

Please allow me the opportunity to ask you for your support by voting for me in this year's coming election

as a Representative to the National MEBA Convention.

For the past 12 years I have been a member in good standing within the MEBA.

Having actively participated in various MEBA sponsored activities in those 12 years a solid concerned and honest member I have become.

And as you can see, I have several more years before I can even think of retiring!

Therefore this sets me apart from many of the other members who are running for this position.

As the Union changes each day, such changes in policy affect everyone directly!

Brothers and Sisters, in order to protect your interests you need to elect an individual that is not self-centered. You need to elect an individual who plans on being around for a long time to come. A Rep with a desire to ensure that your well-being is protected as well as to promote a strong and competitive Maritime Union.

Your decision for casting your vote for me will be a very good decision, that I can guarantee!

By voting for me you're electing a member who will represent you with his very best.

We must maintain a strong and healthy Union today and for the future.

So make the best decision on the ballot, vote for me. Help the Union steer a course into the future for all members.

I can be counted on.

Thank you for your support.

RUSSELL RIPPETOE

(No statement submitted)

(No photo submitted)

JEFF SOMMER



My name is Jeff Sommer and I am running for the Representative to the National MEBA Convention. I am a member of the POID unit

in Denver, CO where I serve as a union delegate. This past year was a very productive year for our union. As a member of the POID collective bargaining negotiating committee, I was instrumental in helping to solidify a new agreement between MEBA POID and APL. Our negotiating team, headed by Ron Davis, was able to secure increased pension benefits, new job security provisions, competitive medical benefits, and solid wage increases over the next four years. Seeing Ron Davis's leadership in action has led me to run for Representative to the National Convention on his MEBA TEAM II.

APL shoreside MEBA POID members are cognizant of the daily operations performed by MEBA members sailing with the APL's American Ship Management Fleet. My intent is to increase communication between MEBA land based and deep-sea divisions. I feel that I will be a strong representative for all of our members. Thank you for your consideration of allowing me to serve as a representative to the national convention.

JOE SPELL, II

(See Page 15)

THOMAS W. SUNESON

(No statement submitted)

(No photo submitted)

RAY TWITTY



It is crucial that both financial and constitutional changes be made to the MEBA that ensure future flexibility and reputable governance of our Union.

In order for the MEBA United slate to accomplish this goal, it is essential that they have National Convention delegates that are likeminded in their purposes. I wholeheartedly endorse the MEBA United vision and ascribe to the spirit of honesty, integrity, unity, and cooperation that this team brings to bear, not only through their clearly stated agenda, but by the sheer weight of the sum of their collective impeccable character as well.

ALAN VALLEY

(No statement submitted)

(No photo submitted)

RUDY VEIGA



Brothers and Sisters:

My name is Rudy Veiga and I am running for the position of Delegate to the National Convention,

which is the supreme governing body of this Union. I am asking for your support and vote.

For the benefit of our younger Brothers and Sisters who don't know me I will give you a brief outline of my background and experience.

I graduated from the MEBA Engineering School in January of 1977, and sailed until 1991, raising my license to Chief Engineer Steam, Motor and Gas Turbine. In 1991 I was elected Patrolman, Branch of New York, as part of the reform committee named

MAD (Members Advocating Democracy). In January 1992 I was appointed Branch Agent of New York. In January 1993 I was elected as the Vice President Atlantic Coast, Branch Agent of New York and served in this position for three years. I worked as a Port Engineer, Crane Maintenance from 1996 through 2001. I returned to sea, shipping out of the hall from 2001 to present.

During my term as Vice President I was also a National Executive Committee member and attended National MEBA conventions. I know how the system works and I would be an asset for our Membership to have at this very important convention.

I am particularly appalled at the current MEBA Administration's regression to the days of totalitarianism in this Union by re-creating salaried positions in the National MEBA. Throughout the years there have been times where past administrations have had salaries paid to District Personnel under the guise of these persons working for the

National MEBA. Each and every time that persons were put on the National MEBA payroll it was part of a subterfuge. I was an officer in the administration that removed all salaries from the National MEBA and had them paid for by the District for whom the person(s) worked. This administration has chosen to deceive the membership by placing certain highly paid individuals under the National MEBA payroll to the tune of over \$200,000.00 for two individuals who work only part time. As a result of this subterfuge our District's per capita dues to the National MEBA was raised by the \$200,000.00 plus dollars. It's simply a trick used to keep these individuals off the LM-2 reporting forms that the government requires all unions to fill out showing its employees and their compensation. If elected as delegate I will do my best to ensure that this avenue is closed, permanently.

DANA WOODRUFF

(See Page 17)

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.

MEETING SCHEDULE

PORT	SEPTEMBER	OCTOBER	NOVEMBER
Baltimore	Tues. 7	Tues. 5	Tues. 9
Boston	Tues. 7	Mon. 4	Mon. 8
Calhoon School	Closed	Wed. 6	Wed. 10
Charleston	Tues. 7	Tues. 5	Tues. 9
Honolulu	Fri. 10	Fri. 8	Fri. 12
Houston	Tues. 7	Tues. 5	Tues. 9
Jacksonville	Wed. 8	Wed. 6	Wed. 10
Los Angeles	Thurs. 9	Thurs. 7	Fri. 12
New Orleans	Wed. 8	Wed. 6	Wed. 10
New York	Thurs. 9	Thurs. 7	Fri. 12
Norfolk	Thurs. 9	Thurs. 7	Fri. 12
Portland	Wed. 8	Wed. 6	Wed. 10
San Francisco	Tues. 7	Tues. 5	Tues. 9
Seattle	Tues. 7	Mon. 4	Mon. 8
Tampa	Thurs. 9	Thurs. 7	Fri. 12



They'll be back in school before you can blink.

CLOTHING AND PENS, PUZZLES AND GAMES, SHOES, BOOKS AND BACK PACKS: YOU'LL RECOGNIZE THE NAMES...SO START PLANNING NOW, SO YOU WILL BE ABLE...TO OUTFIT YOUR SCHOLARS WITH STUFF WITH A LABEL.

* WE VOTE WITH OUR DOLLARS WHEN WE SPEND OUR HARD-EARNED PAY; WE WANT UNION GOODS. MADE IN THE US OF A.

DRESSING FOR SUCCESS

Apparel: Avon, Ben Davis, Carhartt, Graybear, King Louie, Kodiak, Nemists, Oshkosh, Outdoor Outfit, Platinum Sportswear, Powers, Pro-Fit, Rubin Bros., Stone Cutter, Team Safety, Thinc Actionwear, Time Out for Her, Union Jeans, Union Line, Wagoner, Wigwam-(UFCW); Canyon River Blues, Diamond Cut Jeans, Sherpa Britannia, Men's 505, Men's 517, Texas Jeans, Kids R Us, Sheple, Toughskin, Eddie Bauer, John Henry, Silver Unicorn, Britannia, Five Brothers, Britannia, Givenchy, Tallia Uomo, Alexander Julian, Hilton-Oak Gittman Brothers, HSM, Thomas Bradford (UNITE)

Jackets & Sweatshirts: Athletic Cap Co., B.D. Baggies, California Ranchwear, Chaps, Christian Dior from Warnaco Knitwear, Crystal Springs Shirt Co., Damon, Enro & Foxcroft from Apparel Group Ltd, Excelle Sheepskin & Leather Coat Corp, Fall River Shirt Co. Inc, Garan Inc., Garland Shirt Co. (Brooks Bros), Halpern from California Ranchwear Inc., Kinston Apparel Mfg (Brooks Bros), Leader Mfg Co., Lifewear Inc., Litewear, Maple Mfg Co., Paul Fredericks from Fleetwood Shirt Corp., Perfect Shoulder/Snap-n-Wear, Plains T-Shirt, Ree Sportswear Mfg, Shootout, Mountain, Stone Cutter from Universal Overall Co., Sure-Fit, Unionline, Union People Products, Windjammer by Universal Sportswear, (UNITE)

Cheerleader Sweaters, Shirts,

Pants-Men & Women: Dehen (UNITE)

Military School Uniforms: Accent Uniform Inc., Harmony Clothes, Jack Richards Limited, Rafael Seltchick & Sons Incorporated, (UNITE)

School Uniforms: Tech Sew Manufacturing (UNITE)

School Band Uniforms: Fruhauf Uniform Incorporated (UNITE)

FOOTWEAR

Boots & Shoes: Air Step, Belleville, Brown Shoes, Carolina, Danner, Matterhorn, Natural Sport, Naturalizer, Nunn Bush, Red Wing, Stacy Adams, Totes Boots, Wolverine-(UFCW); Cape Shoes-(UAW)

SCHOOL SUPPLIES

Childrens' School Scissors: Wisco Industries Inc., Clauss Cutlery (UAW)

Books, Games, Puzzles: Golden Books (UAW/GCIU); Walden Books from Rittenhouse Paper Co., Preschool Educational Aids from Ideal (USWA); Play Doh-(UFCW)

Binders: Elbe-Cesco Inc. (Novelty Workers)

Canvas Backpacks, Attaches, Briefcases & Tote Bags: American Umbrella, Universal Traveler Inc., (UNITE), Winston, Platt Luggage (UFCW); Kenyon Industries (UNITE) Samsonite (IBT/USWA)

Pre-School Educational Aids/Flash Cards & Puzzles: Ideal School Supply Corp. (USWA)

OUTFITTING FOR CAMPUS

Bedding: The Company Store from American Down & Textile, Hollander Home Fashions (UNITE); Pillowtex (UAW); Dan River Sheets (UFCW); Reliant Sheets (PACE);

Freezers & Refrigerators:

Northland Corp., Grasso (UAW); Roper (IAM); Amana (IAM); Electrolux, Frigidaire, Gibson, Kelvinator, White, Westinghouse (UAW, IUE); GE Monogram, Profile Line (IUE); GE Hotpoint, Pencrest (IBEW/IBT/IUOE/SMWIA); Maytag (IAM/UAW); Raytheon Amana, Caloric, Speed Queen, (IAM); Whirlpool, Kitchenaid, (PACE)

Computer Sales & Service:

Datalinks-final assembly of desktop PCs, sales, service and consultation, utilizing Intel, Compac, Hewlett Packard, Citrix and Cisco Components (USWA); Union Built PC (UWUA/CWA/IBEW); VEIS, Van Elgort Information Systems (CWA, IBEW)

Furnishings:

Computer Desks & Chairs: J.G. Furniture, Workrite Ergonomics (USWA); Mele Co.-injection-molded plastic desk accessories, (PACE); Dowcraft-metal file cabinets and desk units (SMWIA); Montisa (UAW); Packard Industries (USWA); Haskell (IUE); Taylor desks (USWA/UBC)

Musical Instruments:

Baldwin Pianos & Organs-(UFCW); Yamaha-piccolos, trumpets, trombones; Bach, Selmer USA, Bundy & Buescher, clarinets, oboes, flutes, brass bassoons, tubas & baritone horns (UAW); E&O Mari Musical Strings (IUE)

Writing Materials:

BIC pens, Dur-O-Lite mechanical pencils (USWA) Shaeffer pens, pencils (UAW); Pelican pens (UFCW); Parker pens (IAM/USWA); International Paper-(UFCW)

PERSONAL CARE ITEMS

Shampoo and Hair Care: Alberto Culver VO 5 (UFCW); Halo, Colgate-Palmolive (PACE)

Toothbrushes (ADA-Approved): Bretton Square Industries, BSI (OPEIU)

Toothpaste: All brands by Colgate Palmolive (PACE)

Union Jeans
& Apparel



ELECTION CAMPAIGN MAILING INSTRUCTIONS

Requests for a list(s) of membership addresses from Headquarters for the purpose of a District No. 1-PCD, MEBA election campaign related mailing must be made in writing. The request should specify whether a list of the entire District No. 1-PCD, MEBA membership or one or more subset(s) of the membership (i.e., by bargaining unit or geographical location) is needed. Mail the request to:

District No. 1-PCD, MEBA
Attn: Campaign Mailing
444 North Capitol Street, NW, Suite 800
Washington, DC 20001

Accompanying the list(s) request, enclose a check in the amount of \$60.00 per list run made payable to District No. 1-PCD, MEBA, to cover the costs of producing the mailing list and courier service to the mailing house.

The mailing house is Accumail, Inc., the same company used in the 1995, 1998 and 2001 District No.1-PCD, MEBA elections. The labels will be sent directly to the mailing house and the candidate will at no time have direct access to the labels. Those requesting labels are responsible for contacting Accumail to arrange payment for their services including postage.

Accumail, Inc.
Peg Dishong, President
3381H 75th Avenue
Landover, MD 20785
Phone: (301) 322-4900/Fax: (301) 322-4904

Headquarters will produce the mailing list(s) in a timely manner upon receiving the written request and accompanying check. Once the list has been produced, the address count will be made available in order for a candidate to know how many mail pieces to produce.

The list(s) immediately will be forwarded to Accumail when the candidate's mailing arrives there, and Headquarters is so informed by the mailing house.

In addition, as per the National MEBA Constitution, (Article 10, Section 8(g)), "Every bona fide candidate for election to office in the District shall have the right, once within thirty (30) days prior to an election for which he is a candidate, to inspect a list containing the names and last known addresses of all members of the District, who are subject to a collective bargaining agreement requiring membership therein as a condition of employment."

IMPARTIAL ADMINISTRATOR AND DUPLICATE BALLOT INFORMATION

The Impartial Administrator is American Arbitration Association (AAA) at the address listed below. In the event you do not receive a ballot or it has been lost or mutilated, a member can request a duplicate ballot in writing to the Impartial Administrator at:

Mr. Kenneth Egger
American Arbitration Association
230 South Broad Street, Floor 12
Philadelphia, PA 19102-4199
Phone No.: (215) 732-5260
Fax No.: (215) 732-5002

Please make sure you include your address to send the duplicate ballot. If the original ballot and duplicate ballot are both cast, neither ballot shall count.

All members are urged to vote in this important union officer election and to be in good standing (dues paid to December 31, 2004) at least 15 days before the close of balloting on November 30, 2004.

If you have any questions, please feel free to contact MEBA Headquarters.

MEBA BY-LAWS - ARTICLE TEN

Section 4(a)

A Tallying Committee of five members and two alternates who are in attendance shall be elected at a special meeting held in the Ports of New York, New Orleans, Houston, Baltimore, Seattle, San Francisco and Los Angeles one week prior to the December meeting of the election year. One member shall be elected at each of the meetings at the New York Branch, Baltimore Branch, Seattle Branch, Los Angeles Branch and Houston Branch and one alternate shall be elected at each of the meetings at the New Orleans Branch and San Francisco Branch. No officer or candidate for office or job shall be eligible for election to this Committee.

The elected Tallying Committee of five [persons] and the Impartial Administrator shall, on the morning of the regular December meeting [December 6, 2004], proceed to the depository and obtain all the ballots which shall be retained in the custody of the Tallying Committee and the Impartial Administrator until such time as the ballots are checked and counted.

IMPORTANT NOTICE ON ELIGIBILITY TO VOTE

According to the Constitution and By-Laws of the MEBA, no member's ballot shall be counted unless he or she is a member in good standing as of 15 days immediately preceding the closing of the balloting period.

Article Ten, Section 3 of the District No. 1 MEBA By-Laws stipulates that dues must be paid through December 31, 2004 by November 15, 2004.

HEADQUARTERS

444 N. Capitol Street, N.W.,
Suite 800
Washington, DC 20001-1570
Phone: 202-638-5355
Fax: 202-638-5369
E-mail: mebahq@d1meba.org
www.meba.us

PORTS

Baltimore

1003 Eastern Avenue
Baltimore, MD 21202
410-685-5354 or 5353
Fax: 410-685-5355
baltimore@d1meba.org

Boston

Marine Industrial Park
12 Channel St., Suite 606
Boston, MA 02210
617-261-2338 or 2339
Fax: 617-261-2340
boston@d1meba.org

Charleston

4706-A Spruill Ave.
N. Charleston, SC 29405
843-744-5088
Fax: 843-744-4979

Cleveland

103 Erieside Ave., Room 202
Cleveland, OH 44114
216-579-MEBA (6322)
Fax: 216-771-9829
Plans: 216-771-9830
Plans Fax: 216-771-9831

Corpus Christi

3649 Leopard St., Suite 308
Corpus Christi, TX 78408
361-882-7059
Fax: 361-882-4003

Ft. Lauderdale

3303 NW 55th St., Bldg. 14
Ft. Lauderdale, FL 33309
954-484-8777
Fax: 954-739-0888
ftlauderdale@d1meba.org

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707 Alakea St.
Honolulu, HI 96813
808-533-1910
Fax: 808-533-1911
honolulu@d1meba.org

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316 Broadway
Houston, TX 77012
713-923-9424
Fax: 713-923-2749
houston@d1meba.org

Jacksonville

Interstate North Office Center
435 Clark Rd., Suite 106
Jacksonville, FL 32218
904-765-6100
Fax: 904-765-4050
jacksonville@d1meba.org

Los Angeles

2500 Via Cabrillo Marina,
Suite 204
San Pedro, CA 90731
310-548-7358
Plans: 310-547-1264
Fax: 310-547-3290
losangeles@d1meba.org

New Orleans

811 Carondelet St.
New Orleans, LA 70130
504-523-1884
Fax: 504-523-6911
Plans: 504-523-5542
neworleans@d1meba.org

New York

37 Edward Hart Drive
Jersey City, NJ 07305
201-433-7700
Fax: 201-433-7959
Plans: 201-433-8286
newyork@d1meba.org

Norfolk

1058 W. 40th St.
Norfolk, VA 23508
Offices: 757-440-1820
Hallway: 757-489-2814
Fax: 757-489-4126
Plans: 757-440-2427
norfolk@d1meba.org

Portland

321 S.W. Fourth Ave., Suite 301
Portland, OR 97204
503-222-3047
Fax: 503-228-8416
Plans: 503-228-1492

San Juan

Frank Reyes, Rep.
Miramar Plaza Center, St. 305
954 Ponce DeLeon Ave.
Santurci, PR 00907
787-724-3600
Fax: 787-723-4494

San Francisco

340 Fremont St.
San Francisco, CA 94105
Office: 415-421-9620
Fax: 415-543-2022
Dispatcher: 415-362-8510
Plans: 415-495-8080
Fax: 415-495-3022
sanfrancisco@d1meba.org

Savannah

2351 Shirley Dr.
Savannah, GA 31404
912-355-3209

Seattle

732 S. Homer St.
Seattle, WA 98108
206-762-0803
Fax: 206-762-6163
seattle@d1meba.org

Tampa

1509 South 22nd St. South
Tampa, FL 33605
813-247-7223
Fax: 813-247-6297
tampa@d1meba.org

Wilmington

728 Surry St.
Wilmington, NC 28401
910-763-7805

MEBA DIVISIONS

City & Borough of Juneau (CBJ)

229 Fourth Street
Juneau, AK 99801
907-586-6040
Fax: 907-586-8216

Professional, Office & Industrial Division (POID)

5025 West Lake Place
Littleton, CO 80123
720-283-1568
Fax: 720-283-1569

MEBA PLANS

MEBA Benefit Plans

Allen Szymczak, Administrator
1007 Eastern Ave.
Baltimore, MD 21202
410-547-9111
Toll Free: 800-811-6322
Fax: 410-385-1813

TRAINING

Calhoun MEBA

Engineering School
Joyce Matthews, Director
27050 St. Michaels Rd.
Easton, MD 21601
410-822-9600
Fax: 410-822-7220
mebaschool@mebaschool.org

DIAGNOSTIC CENTERS

Baltimore

1005 Eastern Ave.
Baltimore, MD 21202
410-547-9111 (x1277/1278)

New Orleans

615 Baronne St., #200
New Orleans, LA 70113
504-522-5151

San Francisco

340 Fremont St.
San Francisco, CA 94105
415-974-6810

MEBA AFFILIATES

American Radio Association (ARA)

William Schuman, President
Phil Clegg, Secretary-Treasurer
360 West 31st St., 3rd Floor
New York, NY 10001-2727
212-594-3600
Fax: 212-594-7422
arany@mindspring.com

Asociacion Benefica de Ingenieros Marinos (ABIM) - Panama

Luis Yau Chaw,
Secretario General
Rolando Arrue,
Seguridad General
Apartado 135,
Balboa, Ancón
Republica de Panama
011 507 314 0302
Fax: 011 507 314 0169
abim_meba@cw.net.pa

Association of Los Angeles Deputy Sheriffs (ALADS)

Roy Burns, President
John Rees, Executive Director
828 W. Washington Blvd.
Los Angeles, CA 90015
213-749-1020
Fax: 213-747-2705

California Association of Professional Employees (CAPE)

Brian Brooks, President
Sean Stalbaum, Field Svcs. Dir.
1910 W. Sunset Blvd., Suite 600
Los Angeles, CA 90026
213-484-0400
Fax: 213-484-4963

Los Angeles County Lifeguard Association (LACoLA)

Garth Canning, President
15 Barkentine Road
Rancho Palos Verdes, CA 90275
310-528-9586
Fax: 310-265-0563

National Federation of Public and Private Employees (NFOPAPE)

Daniel Reynolds, President
1700 N.W. 66th Ave., Suite 100
Plantation, FL 33313
954-797-7575
Fax: 954-797-2922

Professional Airways Systems Specialists (PASS)

Tom Brantley, President
1150 17th St., N.W., Suite 702
Washington, DC 20036
202-293-7277
Fax: 202-293-7727

INTERNATIONAL TRANSPORT WORKERS FEDERATION (ITF)

Anthony Sasso, ITF Inspector
399 Challenger Road, Suite 103
Cape Canaveral, FL 32920
321-784-0686
Cell: 321-258-8217
Fax: 321-784-0522
sasso_tony@itf.org.uk

CALHOON MEBA ENGINEERING SCHOOL - 2005 COURSE SCHEDULE

ADVANCED FIRE FIGHTING / HAZARDOUS MATERIALS TECHNICIAN

(2 Week Course) 12 students maximum
March 28 – April 8
June 20 – June 24 (Hazmat Only)
August 8 – August 12 (Hazmat Only)
August 22 – August 26 (Hazmat Only)
October 10 – October 21

ANALOG ELECTRONICS

(4 Week Course) 12 students maximum
January 24 – February 18
August 1 – August 26

APPLIED DIESELS

(4 Week Course) 12 students maximum
February 28 – March 25

ARPA

(1 Week Course) 12 students maximum
January 17 – January 21
October 10 – October 14

BASIC COMPUTERS

(2 Week Course) 12 students maximum
February 28 – March 11
May 16 – May 27
October 10 – October 21

BASIC SAFETY TRAINING

(1 Week Course) 12 students maximum
April 4 – April 8
September 26 – September 30

BRM

(1 Week Course) 12 students maximum
January 10 – January 14
August 29 – September 2
December 12 – December 16

COMPUTER APPLICATIONS

(2 Week Course) 12 students maximum
February 7 – February 18
May 2 – May 13
June 6 – June 17
August 1 – August 12
November 7 – November 18

CONTAINER CRANE MAINTENANCE

(3 Week Course) 12 students maximum
September 12 – September 30

CONTAINER REFRIGERATION

(2 Week Course) 12 students maximum
April 25 – May 6
May 16 – May 27
June 6 – June 17
September 12 – September 23
December 5 – December 16

DATA COMMUNICATIONS & NETWORKING

(2 Week Course) 12 students maximum
January 10 – January 21
April 18 – April 29
September 12 – September 23
November 28 – December 9

DIESEL ENGINEERING

(6 Week Course) 12 students maximum
January 10 – February 18
October 10 – November 18

DIGITAL ELECTRONICS

(4 Week Course) 12 students maximum
April 18 – May 13
ECDIS
(1 Week Course) 12 students maximum

January 24 – January 28

March 14 – March 18

April 4 – April 8

May 23 – May 27

August 1 – August 5

November 28 – December 2

ELECTRICAL TROUBLESHOOTING

(2 Week Course) 12 students maximum

February 28 – March 11

March 21 – April 1

June 6 – June 17

September 12 – September 23

December 12 – December 23

ELECTRICITY

(4 Week Course) 12 students maximum

January 10 – February 4

April 18 – May 13

August 1 – August 26

October 24 – November 18

FAST RESCUE BOAT

(1 Week Course) 12 students maximum

May 16 – May 20

June 13 – June 17

August 15 – August 19

September 12 – September 16

FUNDAMENTALS OF ENG.

(2 Week Course) 12 students maximum

March 28 – April 8

GAS TURBINE ENGINEERING

(4 week Course) 12 students maximum

January 10 – February 4

August 1 – August 26

GOVERNMENT VESSEL OPERATIONS

(2 Week Course) 12 students maximum

March 14 – March 25

April 18 – April 29

May 9 – May 20

June 6 – June 17

August 8 – August 19

September 12 – September 23

October 24 – November 4

December 5 – December 16

INSTRUMENTATION

(4 Week Course) 12 students maximum

February 28 – March 25

October 10 – November 4

MACHINE SHOP

(4 Week Course) 12 students maximum

April 18 – May 13

June 6 – July 1

August 8 – September 2

MARITIME SECURITY OFFICER

(1 Week Course) 12 students maximum

January 10 – January 14

February 14 – February 18

May 23 – May 27

June 27 – July 1

August 1 – August 5

August 29 – September 2

November 14 – November 18

November 28 – December 2

MEDICAL CARE - PIC (SHIP'S MEDICINE)

(2 Week Course) 12 students maximum

January 31 – February 11

MEDIUM SPEED DIESEL

(4 Week Course) 12 students maximum

June 6 – July 1

PROGRAMMABLE LOGIC CONTROLLERS

(2 Week Course) 12 students maximum

March 28 – April 8

June 20 – July 1

August 22 – September 2

REFRIGERATION

(4 Week Course) 12 students maximum

March 14 – April 8

August 1 – August 26

SHIPBOARD ELECTRICAL SYSTEMS

(2 Week Course) 12 students maximum

May 16 – May 27

June 6 – June 17

September 12 – September 23

SHIP HANDLING

(2 Week Course) 12 students maximum

February 7 – February 18

March 21 – April 1

May 9 – May 20

September 12 – September 23

December 5 – December 16

SHIP'S MANAGEMENT

(2 Week Course) 12 students maximum

February 7 – February 18

September 19 – September 30

SMALL ARMS

(1 Week Course) 12 students maximum

March 28 – April 1

May 2 – May 6

May 23 – May 27

September 26 – September 30

November 7 – November 11

STEAM ENGINEERING

(6 Week Course) 12 students maximum

April 18 – May 27

TANKSHIP LNG

(2 Week Course) 12 students maximum

November 28 – December 9

TANKSHIP SAFETY DL

(2 Week Course) 12 students maximum

June 20 – July 1

October 31 – November 11

UPGRADE MATES - MANAGEMENT

(6 Week Course) 12 students maximum

February 28 – March 11

October 17 – October 28

UPGRADING ENGINEERS

(4 Week Course excluding testing)

12 students maximum

February 28 – March 25

UPGRADING - MANAGEMENT LEVEL

(4 Week Course) 12 students maximum

November 28 – December 23

WELDING

(2 Week Course) 12 students maximum

January 17 – February 11

February 28 – March 25

October 24 – November 18

Applications can be obtained from the School's website located at www.mebaschool.org. Further information regarding the upcoming curriculum can be sought from Shirley Shelton at (410) 822-9600, ext. 100.