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Marine Engineers' Beneficial Association

Marine Officer

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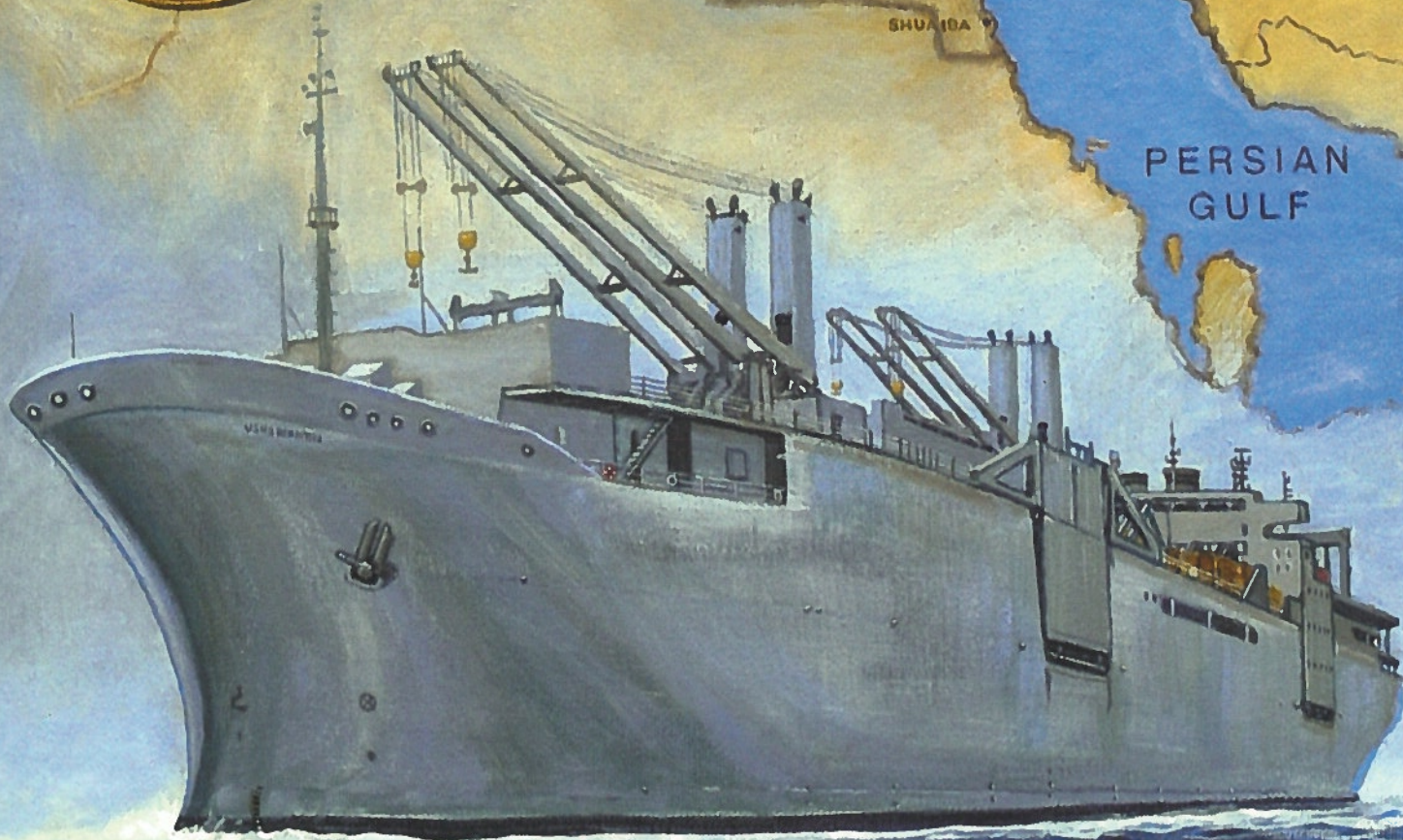
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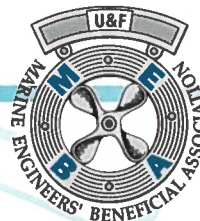
PERSIAN
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**The World's Best
Trained Marine Officers**

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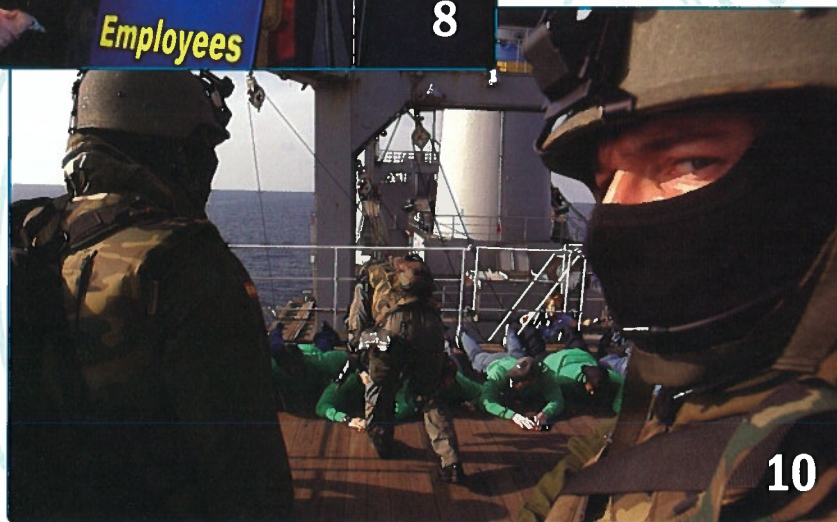
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ON THE COVER

Highly trained MEBA officers are once again sailing in support of our country during Operation Iraqi Freedom 2. The Merchant Marine Expeditionary Medal (top left) is awarded to mariners who have enabled the incredible sealift that put our troops in a position of power in the Persian Gulf. Noted Virginia-based artist Brian McElligott rose to the challenge when MEBA commissioned him for the cover painting. You can visit the artist's website at www.brianmcelligott.com.

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The Marine Engineers' Beneficial Association is the nation's oldest maritime labor union, established in 1875. MEBA represents licensed engine and deck officers aboard seagoing vessels, ferries and government-contracted ships.

Our members also serve on tugs, barges, fireboats, research vessels and in various capacities in shore-side industries.

Visit the MEBA website at
www.meba.us

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Meeting the Challenge in 2004

MEBA is meeting the challenge on a number of fronts. Union members and officials working together are making lasting contributions to national security, the legislative arena of maritime issues, and importantly in strengthening contracts and developing new job opportunities.

Answering our Nation's Call: The MEBA is rising to the challenge yet again, a year after Operation Iraqi Freedom. MEBA members are part of an armada that is shipping 24 million square feet of cargo to and from the Middle East in "OIF 2." This enormous coordinated effort commenced at the beginning of this year and is expected to run through early summer. To give some perspective to this massive operation, during the first OIF, about 21 million square feet of cargo were delivered to U.S. forces overseas. Military planners say that the transport of roughly 240,000 military personnel, along with each division's necessary equipment, will be the largest troop rotation since World War II. MEBA members on MSC vessels - including the LMSRs, MarAd Ready

Reserve Force fleet vessels, MSC Auxiliary ships and many others are all contributing to ensure that our military is kept supplied with everything they need. Again, the success of crewing such an immense operation speaks volumes of the coordination between our union dispatch halls and the ready-to-serve attitude and ability of our members.

The MEBA is also meeting the challenge on the legislative front: Forty-eight hours before a key Senate vote, I met with Senator Patty Murray (D-WA) in her office regarding our relationship with the Washington State Ferry system and an amendment by Senator Murray to triple the federal funding for ferries. I pledged to put MEBA in motion to gather bipartisan support for increasing ferry funding needed to pass the amendment. We succeeded. Senator Murray's ferry provision is just a first step in a long legislative process, but it is progress that is likely to have a real impact in future years.

MEBA negotiators are meeting the challenge by preparing for a series of negotia-

tions this year. Importantly the Maersk/ USSM and Horizon Lines contracts expire in a few months. Our negotiators are gearing up for the talks and are committed to representing the membership's best interests. After all, the Best deserves the Best.

In addition, we are also working aggressively with our companies in seeking new contracts from employers such as the federal government. Already some of our companies, who traditionally have shied away from government work, have with our help submitted bids - which is exciting. While there is no guarantee that our companies will win contracts this first time around, one can only win by being "in the game."

The POID/APL office worker collective bargaining agreement is also up for negotiation. We anticipate fluid negotiations with APL, with a major focus on job security provisions that will guard against any potential outsourcing issues. The POID members are ready to bargain and along with our rank and file negotiating team and Union negotiators, we look forward to a successful outcome.

Renewing contracts and promoting job growth with new work are the focus of negotiators. It is the income and the outcome that drive our officials and rank and file to be smart and tough negotiators at the bargaining table. 2004 and 2005 will be busy times as we put our contracts in order. I urge members who have suggestions and concerns to contact their local Union officials.

In Unity and Friendship,

Ron Davis
Ron Davis



Members of several maritime unions gathering at MEBA's San Francisco Union hall stand by the message that a strengthened political arm of a union helps fortify the issues that we care about.



Books to Remain Open

Please be advised that Membership Books are open for all Mates and Engineers and will remain open until further notice.

LIBERTY EAGLE Rolls Off the Ways

MEBA deck and engine officers guided the newly constructed M/V LIBERTY EAGLE into New Orleans in early March showing off the new addition to the MEBA fleet that will be entered into the P.L. 480 food-aid carriage program. Liberty Maritime Corporation had the ship built in Japan's Oshima Shipyard using the third of three waivers that allows the vessel admission into cargo preference trades without submitting to the usual three-year waiting period. The other two waivers were used to build the LIBERTY GRACE and LIBERTY GLORY. The LIBERTY EAGLE, a 52,200 deadweight ton multipurpose bulk ship, expands Liberty's U.S.-flag fleet to 8 vessels, all crewed by MEBA deck and engine officers. MEBA's Costas Balomenos captains the ship. Jonny Lohman heads up the engine room. The ship was greeted in New Orleans by MEBA Patrolman Moose Mallini. Moose was privileged to meet with Liberty President Phil Shapiro and tour the ship from bridge to bottom. MEBA looks forward to building on our excellent working relationship with Liberty and we will continue to supply them with the best-trained, most professional seagoing officers sailing today.

Horizon Crews Recognized for Dramatic Feats

The crew of the HORIZON DISCOVERY was recognized recently for saving the lives of four sailors and a dog that hit rough seas in their boat during the "Bahamas 500" sailboat race between Beaufort, NC and the Bahamas. The sail-



MEBA members crew the LIBERTY EAGLE on both deck and in the engine room. The newbuild vessel loaded up for the first time at the Port of New Orleans in early March.

boat *Summer Heat* was 100 miles away from the Bahamas when 50-knot winds and 20-foot seas helped split the mast and caused the rigging to wrap around the propeller. A mayday call to the Coast Guard led to the summoning of the Horizon Lines vessel that diverted its course and effected a dramatic rescue in rough seas. The United States Sailing Association presented its Rescue Medal to the crew adding another honor for the DISCOVERY mariners who earlier received accolades from the Chamber of Shipping of America.

MEBA members aboard the Horizon Lines vessel HORIZON ANCHORAGE also received special notice when they were recognized in the February/March 2004 *Professional Mariner* magazine. A very nice write-up catalogued how MEBA members raced into action to counteract a cracked cylinder liner aboard the vessel on its run between Alaska and the Pacific Northwest. Led by

Chief Engineer Bruce Sherman, the MEBA engineers on the ANCHORAGE that voyage included 1st A/E Pat McCormack, 2nd A/E Charles Arnet and 3rd A/E Dave Weiner. The MEBA crew pulled the piston and performed the extensive and complicated job while working 18 hours straight to complete the repairs. Their outstanding attention and expert hands enabled the ship to get up to full speed and complete its run on schedule.

MEBA & MM&P Establish Joint Negotiating Committee

The MEBA and the International Organization of Masters Mates & Pilots (MM&P) have formed a joint negotiating committee that will assist both unions in future contract meetings. This step forward was announced after a January 14 meeting between the parties to discuss upcoming contract negotiations and other items of mutual interest to both unions.

MEBA has Jurisdiction on AMHS Fast Ferries

A ruling by the Alaska Labor Relations Agency has cleared up questions regarding jurisdiction on fast ferries under construction for the Alaska Marine Highway System. The ALRA issued a decision in favor of the MEBA finding that the "fast vehicle ferries are vessels under the [MEBA's] collective bargaining agreement" and ordered the State to "cease and desist its refusal to bargain with the MEBA." The ALRA ordered the State to bargain immediately with the MEBA over "terms and conditions of employment" for engineering personnel who will crew the M/V FAIRWEATHER, the State's new fast vehicle ferry. MEBA is pleased by the decision and believe it will help in our ongoing collective bargaining negotiations with Alaska for a new contract. Assisted by Seattle Branch Agent John McCurdy, Juneau Rep. Ben Goldrich and a rank and file committee, Executive V.P. Bud Jacque leads the negotiations for the MEBA.



The M/V FAIRWEATHER is Alaska's new fast ferry. Alaska's ALRA affirmed that MEBA has jurisdiction for the vessel under our agreement.

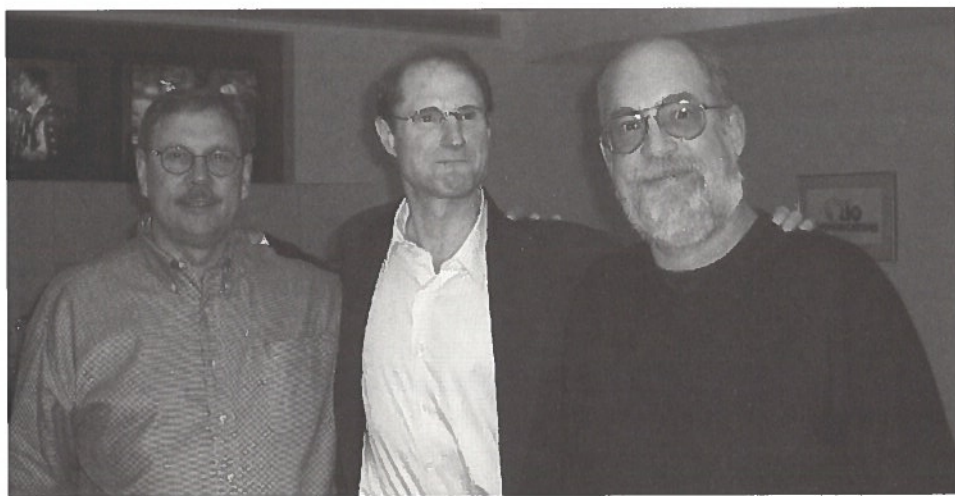
OSG's Hyman Retires, Arntzen Appointed CEO

Overseas Shipholding Group, Inc. (OSG) recently announced the appointment of Morten Arntzen as the company's new President & Chief Executive Officer. MEBA members sail aboard OSG's domestic fleet. Arntzen, who formerly served as CEO of American Marine Advisors, Inc., a U.S. based merchant banking firm specializing in the maritime industry, has extensive experience in the international shipping business. He succeeds OSG's long-time CEO, Morton P. Hyman, who retired at the end

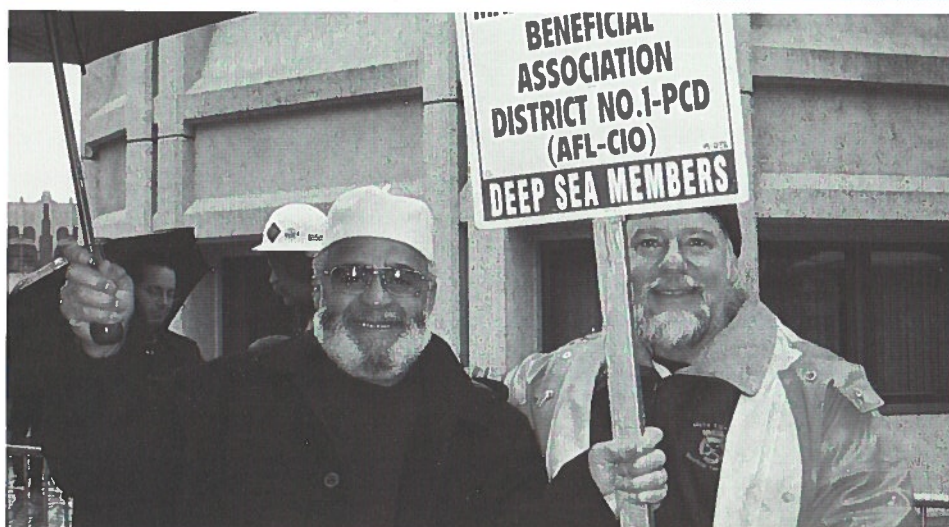
of 2003. "I look forward to working with the management team to exploit OSG's unique strengths to build and enhance our business."

New Layberths for LMSRs

The Military Sealift Command has reshuffled the layberths for its LMSR vessels after a new round of bidding created new homeports for the 11 Patriot-managed large, medium-speed, roll-on/roll-off (LMSR) ships. They are crewed by MEBA members on the engine level. Currently all 11 LMSRs are in Full Operating Status (FOS) in support of Operation Iraqi Freedom II. The USNS BOB HOPE, USNS PILILAAU, USNS BRITTIN and USNS FISHER are all homeported in New Orleans. Philadelphia is homebase for the USNS SEAY and USNS MENDONCA. Baltimore hosts the USNS YANO and the USNS SHUGHART. The USNS GORDON and USNS GILLILAND list Newport News as their homeport though that arrangement could change in the future. The newbuild USNS BENAVIDEZ, which was placed into FOS and sent to Iraq right out of the shipyard, will be berthed in Corpus Christi. Call your local Union hall to inquire about LMSR opportunities. The LMSR contract is administered by MEBA's Atlantic Coast V.P. Don Keefe.



MEBA's Portland Rep. Marc Townsend at right along with Oregon Senator Ron Wyden (center) and Ron's Labor Liason Al Panick. Al is a former Teamster. Marc and member Wilson Johns thanked Ron for his support on MSP, which had just been signed into law that week. After they convinced them that the Short Sea concept would not hurt the Teamsters, both of them expressed their support. Columbia River deepening was also discussed, and it is progressing as well as can be expected.



On Dec. 10 (Int'l Human Rights Day), labor activists across the country called for the restoration of workers' rights to organize. At a Seattle rally is MEBA retiree Aasim Bashurudian and member Lou Coulsen.

Mulholland Retires from Matson and A&B

After more than 38 years of service, C. Bradley Mulholland has retired from Matson Navigation Company, Inc., which he served as vice chairman of the board. He also stepped down from his position as executive vice president of Alexander & Baldwin, Inc., Matson's parent company, and from director positions on the boards of both companies. Mulholland joined Matson in 1965 ultimately becoming president and chief executive officer of the company in 1992. He became vice-chairman of the board in 2002. "We thank Brad for his many years of devoted service to Matson and his contributions to the organization over an extended period," said A&B President and CEO Allen Doane. "We wish him the best in his retirement."

Washington State Ferry System News

MEBA President Ron Davis and Washington State Ferry System Chief Executive Officer Michael Thorne met on January 5 in the State of Washington. Among the items discussed were contract negotiations and the possibility of securing more federal monies in order to comply with the Maritime Transportation

Security Act. President Davis was pleased to build on an amicable working relationship with Thorne so that the best interests of the WSF MEBA membership, the public and the State of Washington officials are served. Seattle Branch Agent John McCurdy heads up our WSF negotiating team. Along with a rank and file committee, MEBA continues to move forward on this contract.

Calhoon MEBA School Wins a Double-header

The Calhoon MEBA School successfully completed two significant external audits during the week of December 8th. First, the school underwent a very comprehensive five-year renewal audit conducted by Per-Arne Waloen, Lead Auditor for Det Norske Veritas, in order to continue certification under their QSS program. Not only did this audit produce no major or minor non-conformities, but rather, four noteworthy comments that clearly indicated the school is definitely maintaining the high standards for which it is recognized. Joyce Matthews, School Director, commented upon the thoroughness of the audit and noted how nice it was to have the tremendous efforts put forth by the professional and dedicated faculty and staff recognized. Art Newberry,

School Assistant Director, concurred with those remarks and added that the school has always prided itself upon the team approach to learning and stated that the school will continue to create an atmosphere to maximize the learning experience of our membership.

The second audit, occurring simultaneously with the DNV Audit, was conducted by LtJg LaRue from the Baltimore Regional Examination Center. This is an annual U.S.C.G. audit conducted as part of their oversight responsibilities with respect to schools located within their jurisdiction. Once again, the audit was thorough and comprehensive and yielded no non-conformities. It clearly indicated that the school is meeting its regulatory responsibilities.

Joyce Matthews and Art Newberry would like to express their sincere thanks and appreciation for all of the efforts of the Faculty and Staff of the Calhoon MEBA School that made these audits so successful.

DISCOVERER Rescues Crew of Disabled Fishing Vessel

Crewmembers aboard the LYKES DISCOVERER, a MEBA-contracted vessel operated by Marine Transport Lines, helped rescue the crew of a dead-in-the-water fishing boat near Bermuda. The 45-foot *Sea Gypsy* was on her delivery voyage from St. John's, Newfoundland to Bermuda. When gale force winds created an emergency situation, the three-person Barbadian crew began radio callouts and an urgent marine information broadcast was initiated to all shipping in the area to keep a sharp lookout for any sign of the boat. Concern was deepened when it was learned that the boat had suffered structural damage and that it was not carrying an EPIRB aboard. A U.S. Coast Guard C-130 aircraft dispatched to perform a search located the disabled boat



MEBA's Organizing Director Robert Martin with NOLA criminal court Judge Lynda Van Davis at a recent function.

that was firing red rocket distress flares. At that point the LYKES DISCOVERER en route to Charleston, North Carolina was diverted. Chief Engineer Randy Sommer heads up the engine room on the vessel along with 1st A/E Chuck Ramsey among others.

The DISCOVERER, staying in contact with the Coast Guard, maneuvered alongside the boat and managed to get a heaving line over to the boat from which a bowline was made fast. After heavy seas parted the bowline and a second attempt was made, the MTL vessel was successful in hauling the three fishing boat

crewmembers aboard. The bowline was cut loose and the *Sea Gypsy* sank into Davy Jones Locker. The three survivors, who'd been adrift for four days and hadn't eaten in three, were made guests on the ship for the rest of the voyage as the DISCOVERER headed off to Charleston.

Coast Guard Updates Enhancements to MMDs

The U.S. Coast Guard has issued an interim rule enhancing the application procedures for the Merchant Mariner Licensing and Documentation (MMD) program. The major change is that mariners seeking to renew current documents must appear in person at a Regional Examination Center (REC) for fingerprinting during the renewal process. All applicants will undergo criminal and security checks. New tamper-resistant documents will be issued. The rule went into effect immediately. The rulemaking identifies the authorities for evaluating marine applications with respect to qualifications and character and habits of life, which may disqualify a mariner from receiving an MMD and modifies certain application and administrative processes involved in issuing MMDs. Text of the 17-page interim rule may be viewed at:

<http://dms.dot.gov>. Click "simple search" and punch in the docket number (2003-14500). For further information contact: Commander Dave Dolloff, Project Mgr. (202) 493-1021.

Great Lakes Ships Implementing New Security Program

U.S.-flag vessel operators on the Great Lakes represented by Lake Carriers' Association (LCA) have begun complying with the requirements of the Maritime Transportation Security Act well in advance of the July 1, 2004 deadline. Interlake Steamship Company, crewed by MEBA members, is part of the LCA. An Alternative Security Program for Great Lakes Dry-Bulk Carriers, developed by the LCA, was approved by the U.S. Coast Guard in late December. LCA members have begun training personnel in the requirements of the Program. "Lake Carriers' Association and its members take homeland security very seriously," said LCA President James Weakley. "Within days of the September 11 attacks on the United States, LCA issued security guidelines that its members voluntarily implemented to heighten security aboard ship. This new Program will further enhance the security of domestic Lakes shipping."

The MTSA requires security training for mariners and shore staff and various safeguards such as inspection of holds prior to and during loading and unloading of cargo and screening of non-crewmembers boarding the vessel. The requirements become more extensive each time the Coast Guard raises the Maritime Security (MARSEC) Level, which is directly tied to the color-coded Homeland Security Advisory System (HSAS). The MARSEC Level nationwide is currently at 2, corresponding with the HSAS Level Orange, which requires heightened awareness of surroundings. ✕

MEBA President Ron Davis (l) and Atlantic Coast V.P. Don Keefe (r) giving a token of the Union's esteem to recent MEBA retiree Vincenzo Berlen. They were gathered at the ribbon cutting and ceremony for the new New York/New Jersey MEBA Union hall at 37 Edward Hart Drive in Jersey City.



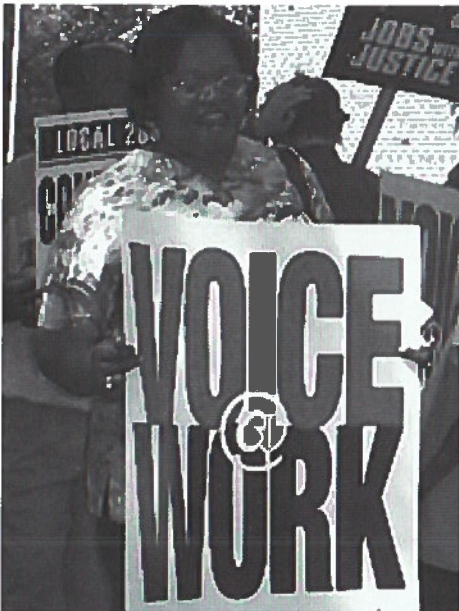


Congress joins fight against Union busting

It is a well-known fact that whenever unorganized employees consider unionizing, they can expect unwanted meddling from their employer. Management coercion and interference seems to rear its ugly head over most union organizing campaigns. However, under a recently proposed bill in both the House and Senate, some Members of Congress are seeking to vanquish this insipid practice.

Introduced jointly by Senator Edward Kennedy (D-MA) and Congressman George Miller (D-CA), the Employee Free Choice Act (EFCA) would guarantee workers the right to join a union uninhibited from the debilitating obstacles thrown in their way by employers attempting to impede free choice. The

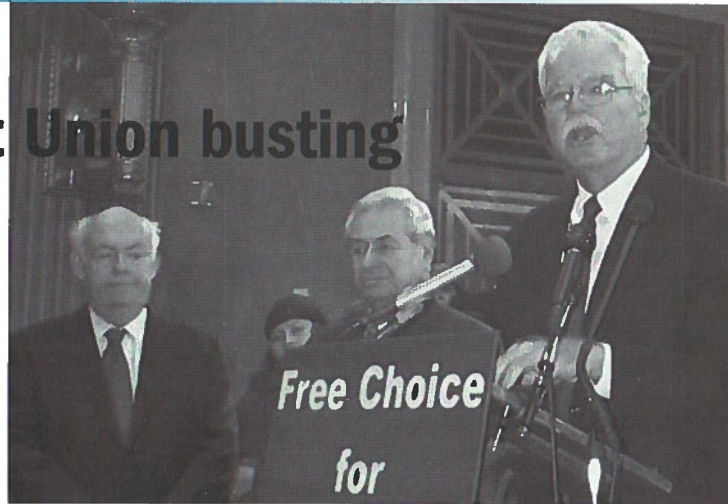
The Employee Free Choice Act would help smooth the way for employees to get a voice in the workplace.



two identical bills, H.R. 3619 and S. 1925, were introduced on November 21, 2003 and already have over 155 cosponsors in the House and 27 in the Senate.

According to the AFL-CIO, one-quarter of private sector employers illegally fire workers involved in organizing campaigns, and 92 percent of employers force workers to attend captive-audience meetings where bosses compel employees to listen to arguments that oppose unionizing. Human Rights Watch calls this a fundamental human rights issue in the United States. Despite the fact that freedom of assembly is granted to all Americans by the First Amendment, that right is routinely trampled upon by employers. A cottage industry in aiding management to deprive workers of their rights has been spawned and is generating hundreds of millions of dollars for lawyers and consultants. Rep. Miller pointed out that, "Something is obviously very wrong with our nation's labor laws when one side in a dispute has so many weapons at its disposal to thwart the will of the majority."

Under current law, employers who are found guilty of violating their workers' rights receive a slap on the wrist at most. In most instances, those found guilty of violating the National Labor Relations Act (NLRA) post a notice in the workplace that they will stop the illegal con-



Rep. George Miller (D-CA) argues for the Employee Free Choice Act in a recent press event that included AFL-CIO President John Sweeney (l) and CWA President Morton Bahr (c).

duct. The NLRA's penalties for illegal firings are so minimal that they are treated as the cost of doing business. Whatever

SENATOR JOHN BREAUX TO RETIRE.

Sen. John Breaux (D-LA.), a great friend of the maritime industry during a prestigious political career, will retire at the end of his current Senate term following 31 years of service in Congress. "There comes a time in every career when it is time to step aside, and let others step up and serve," Breaux said. "And for my family and me that time has arrived. I will not seek re-election to the U.S. Senate." Sen. Breaux's term concludes in November 2004.



Sen. Breaux has announced his retirement. The Senator is pictured here with Pres. Ron Davis.

**Find out more at the AFL-CIO Employee Free Choice Act site:
www.aflcio.org/aboutunions/voiceatwork/efca.cfm**



finances may be imposed are insignificant next to the fear they instill in workers trying to form a union. The Employee Free Choice Act would give teeth to the NLRA.

The EFCA would increase the monetary penalty for employers discriminating against their workers for Union activity, including tripling the back pay of employees fired for promoting or organizing a Union. Under the EFCA, employers could

be fined up to \$20,000 for threatening to close a workplace or move overseas if a union is formed, switching employee shifts or reducing pay, spying on workers who support forming a union, prohibiting employees from wearing union buttons, and illegally firing workers to discourage unionization. Finally, the EFCA allows for employees to obtain injunctive relief from a court forcing management to cease any illegal actions against union organizing. The right of injunctive relief from the

courts is one that only employers hold under current law.

Despite the large number of supporters of the bill, the current political climate makes passage of EFCA at this time improbable. However, with such a broad base of support, the bill should be an important first step in bringing the debate over the rights of workers to unionize in the United States to the forefront of the political scene in America this election year. ✕

Efforts to Increase Ferry Funding Buoyed by Recent Senate Vote

In February, the United States Senate took the first step toward increasing our nation's commitment to strengthen our ferry systems. In a 76-21 vote, Senators approved S. 1072, the Surface Transportation Authorization Bill (SAFE TEA). The legislation is a \$318 billion six-year reauthorization of highway, public transit, and safety programs that includes an amendment by Senator Patty Murray (D-WA) to increase support for the Ferry Boat Discretionary program (FBD) from \$38 million per year to \$120 million per year over six years.

The proposed 215% boost to the ferry boat discretionary fund is recognition of this important facet of transportation and the difficulties facing public ferry systems in funding the capital needs of our nation's growing and aging ferry transportation network. The current funding of \$38 million per year represents just one-tenth of one percent of all surface transportation funding nationwide.

"If we don't expand our investment in ferries as demand soars, we will feel the same impacts we feel when a road is overcrowded. We will lose jobs, productivity and handicap our economic growth," Sen. Murray said. "By increasing our ferry investment, we can reap big rewards for

commuters, manufacturers, and our economy."

Forty-eight hours before the vote, MEBA President Ron Davis, Legal Representative William Doyle and Government Affairs Director David Tubman met with Sen. Murray in her office regarding MEBA's relationship with the Washington State Ferry system and her amendment. Pres.

Davis pledged MEBA's commitment in garnering bipartisan support for increasing ferry funding and immediately put MEBA's staff in motion. MEBA helped line up support from several Senators necessary for successful passage of the amendment.

A bipartisan group of Senators cosponsored Murray's amendment including: Senators Boxer (D-CA), Cantwell (D-WA), Collins (R-ME), Clinton (D-NY), Corzine (D-NJ), Edwards (D-NC), Feinstein (D-CA), Kennedy (D-MA), Lautenberg (D-NJ), Mikulski (D-MD), Murkowski (R-AK), Schumer (D-NY), Snowe (R-ME) and Stevens (R-AK).

Following passage of the bill, Senator Murray phoned MEBA President Ron



Senator Patty Murray's amendment jacks up ferry funding by 215%.

Davis to let him know that the bill had been approved in the Senate and that she was very appreciative of MEBA's support.

The Marine Engineers' Beneficial Association knows firsthand the value of a strong ferryboat transportation network. MEBA members proudly serve aboard our nation's ferry systems in Alaska,

Washington, California, Delaware, New Jersey, New York and Massachusetts.

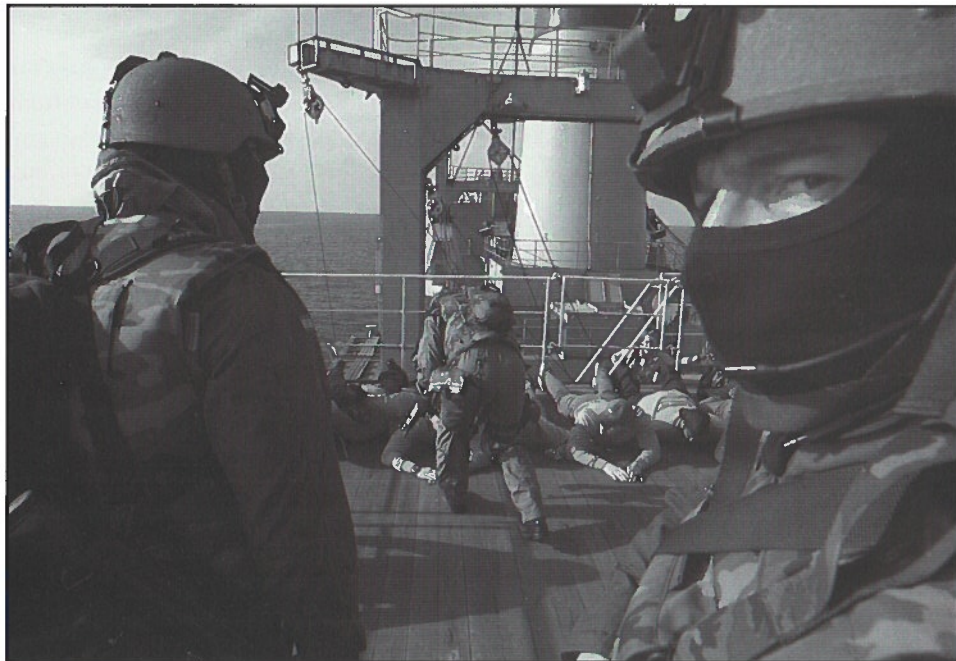
With highway congestion expected to swell enormously over the next decade, there has been a gathering call to reinforce and expand our nation's ferry fleets. A House version of the legislation yet to be voted upon also calls for a similar upgrade in annual ferry funding. However, the passage of the Senate bill is only the first step in a long legislative process. There is speculation that the House may not even vote on a transportation bill this year and postpone consideration until after the November election. The MEBA will continue to monitor and advocate for ferry funding as this bill makes its way through the legislative process. ✕

MEBA Officers Star in Operation

Coming off rave reviews for their impressive performance in the hugely successful Operation Iraqi Freedom (OIF), MEBA members are making waves in a blockbuster sequel that is promising to be bigger and better. Imaginatively tagged with the moniker "Operation Iraqi Freedom 2," the Military Sealift Command has projected that 24 million square feet of cargo will be shipped to and from the Middle East in "OIF 2004" which began in January and could run through June. During the first OIF, about 21 million square feet of cargo was delivered to U.S. forces overseas.

The Pentagon's massive rotation of roughly 240,000 military personnel, along with each division's necessary equipment, will presumably constitute the largest troop rotation since World War II. Defense planners estimate that 110,000 fresh forces will be poured into the Iraqi theater while 140,000 tired troops, most who have been in the region since hostilities began, are coming home. A Kuwaiti-based logistics official pointed out that OIF 2 was like the Normandy invasion "in both directions."

The lion's share of our fighting forces are being flown by air but 95% of their combat-essential equipment are shipping out aboard a slew of U.S.-flagged vessels. OIF 2003 was praised as the most efficient sealift ever with kudos handed out all around for the "phenomenal" state of readiness of our mariners and their vessels. But OIF 2004 is designed on an even grander scale with the 'lessons learned' from the first operation certain to help realize even smoother sailing.



The Combat Stores ship USNS SATURN took part in multi-national exercises based on the Proliferation Security Initiative (PSI). Crewmembers took part in board, search and seizure operations. Photo courtesy of the U.S. Navy.

'We Did It Before, and We'll Do It Again'

Just as in Part I of the OIF sealift, the LMSRs are leading the way. These Large Medium Speed Roll-On Roll-Off vessels, each capable of lugging over 300,000 square feet of cargo, have received little lag time between sealifts. MEBA officers proudly serve aboard 11 of these floating behemoths, managed by Patriot Contract Services, including the newly constructed USNS BENAVIDEZ that was called into action soon after sailing out of the yard. LMSRs were slotted for service as early as November 2002 and many members serving aboard those vessels are making their fifth or sixth trips into the region.

MEBA members also serve on the majority of the Ready Reserve Force (RRF) fleet vessels (managed by Keystone, Marine

Transport Lines, Mormac Marine & Patriot). The Maritime Administration maintains oversight of the ships while they lie in wait (in Reduced Operating Status) at their respective berths around the country. However, the Military Sealift Command assumes control once the vessels are placed into Full Operating Status (FOS) though MarAd stays involved in the decisionmaking process.

When the call comes to shift a ship into FOS, the appropriate Union halls are informed and MEBA officials fill the available jobs by seniority. MEBA satisfied crewing requirements in remarkable fashion and well ahead of time during OIF 1 even though multiple vessels were activated at once, with no notice and often on weekends, or after the close of business.

raqi Freedom – the Sequel

MEBA Union hall officials and members have mastered the drill and the second huge ramp-up in just over a year has been steaming ahead like a smooth running engine. Although the second phase of the Operation is proving even larger, the experiences of the first go-round have truly helped refine the process. "I don't foresee any problems in ramping up militarily useful vessels for OIF 2 that are under contract with MEBA," President Ron Davis ascertained, "...as always the Marine Engineers' Beneficial Association is ready to serve."

A Decided Advantage

MEBA officers are recognized as the most highly qualified mariners sailing today and they enjoy a decided advantage with the expertise lent to them by the Calhoon MEBA Training School.

Seagoing labor in this country endures the most rigorous preparation in the world to secure necessary licensing and documentation. Our training school affords our members unparalleled continuing education that keeps them at the top of their game. In addition to the required qualifications to serve aboard ship, mariners sailing on Government vessels in FOS are expected to meet a series of additional requirements and certifications. Much of these needs are taken care of by the Government Vessel operations course at the School that includes computer-based Shipboard Automated Maintenance Management (SAMM) instruction as well as Chemical Biological Radiological-Defense (CBR-D) training and Damage Control. Among many other things, the course also puts a spotlight on engineering systems utilized aboard the LMSRs. Members heading into the Gulf have also

enthusiastically taken advantage of the Small Arms course that the School offers.

"Forward...From the Sea"

Besides the well-catalogued contributions of the LMSRs and the Ready Reserve Force, there are a plethora of MEBA-crewed vessels supporting the cause. The military continues to contract commercial U.S. flagships to carry key cargoes to the Gulf on an infrequent basis. These include ships involved in the Maritime Security Program.

Members serving aboard several maritime prepositioning vessels chartered by the MSC are helping to make an impact including the latest prepo ship - the USNS LCPL ROY M. WHEAT. An exorbitantly long conversion period sidelined the WHEAT for OIF 2003 but MSC was delighted and relieved when this Maritime Prepositioning Force (Enhanced) vessel finally received its Certificate of Inspection signaling the end of its shipyard stay. MSC promptly ordered the Keystone-contracted WHEAT into the Persian Gulf

to support our troops. MEBA members, serving aboard the ship both on deck and in the engine room, were happy to go.

MEBA is also supporting our country aboard 41 Naval Fleet Auxiliary Force vessels and Special Mission ships that provide underway replenishment and crucial support to our Navy on a perennial basis. MEBA civilian mariners (CivMars) aboard these vessels include oilers, ocean tugs, hospital and ammunition ships among others. These CivMars are constantly on call for their country. Anthrax, Smallpox and CBR-D preparation are second nature for these mariners who keep the Navy mission-ready on a global basis.

One of the MSC Combat Stores vessels with MEBA officers aboard took a central role in a multi-nation proliferation security exercise staged recently. Sea Saber 2004 was held in the Arabian Sea from January 11-17 and the MEBA-crewed USNS SATURN was used as part of a maritime interdiction scenario.

Proliferation Security Initiative (PSI) members believe these types of exercises aid in combating terrorists trying to transport weapons of mass destruction (WMD). The drill involved the interception and search of a ship suspected of carrying equipment and materials related to WMD. Under the exercise scenario, a CH-46 helicopter transported heavily armed U.S. Marines and Spanish counterparts to the SATURN, which was outfitted to mimic a merchant ship carrying concealed and biological weapons. U.S. warfare commanders watched the drill and coordinated the assault from a television screen in a special operations room aboard the Navy ship USS PELELIU.



The CAPE RACE, an RRF ship berthed in Portsmouth, VA, was tapped for OIF 2 service in early February. Transiting through the Straits of Gibraltar with Morocco's Atlas mountains in the background is (l-r) Spec. 4 Carraballo, Captain Pat Wright, Chief Engineer Jim Mathews, and Chief Mate Phil O'Connel.

MEBA Officers Star in Operation Iraqi Freedom – the Sequel



The USNS YANO took on cargo in Jacksonville before heading into the Persian Gulf as part of OIF 2. Left to right is the YANO's 3rd A/E John Fitek, 1st A/E Chris Bolduc and Chief Engineer Claude Pfeffer.

"It's Part of the Gig Here"

Since the buildup to the March '03 war in Iraq, a necessary evil of sailing aboard ships under MSC control has been the requirement that mariners must be immunized against both Smallpox and Anthrax. The Government had a logistics nightmare on its hands during the first OIF as they attempted to get all crews inoculated before vessels penetrated high-threat areas. Complicating matters is the policy that mariners who have certain medical problems are not eligible for the Smallpox vaccine and therefore cannot sail as part of the crew. USNS YANO Chief Engineer Claude Pfeffer pointed out that, "no one wanted to take them - but it's part of the gig here."

Initial fears that vaccination requirements might seriously diminish the pool of available mariners were alleviated during OIF 1. Seafaring men and women rose to the challenge and MEBA was pleased that the process went so smoothly for our members. Challenges involving inoculations during OIF 2 appear marginal. Obviously, mariners sailing in OIF 2004 who didn't participate in the first Operation are subject to both shots. But mariners who sailed



The Calhoon MEBA Training School's Government Vessel Operations course provides essential knowledge for mariners shipping out on MSC vessels. Among many other things, the course includes instruction on CBR-D, Damage Control, Shipboard Security and engineering systems aboard LMSRs.

in support of OIF 2003 won't need more Smallpox shots since the immunizations are good for ten years. Anthrax vaccinations involve a series of six shots over a period of months for maximum resistance so repeat mariners in this Operation will only have to pick up from where they left off on the inoculation schedule.

"Pretty Much Business As Usual..."

The United States Transportation Command (USTRANSCOM), DoD's provider of air, land and sea transportation, stated that, "the current mission demands a heightened focus on synchronization of lift assets into and out of the Central Command's theater of operations." MSC revealed that this Operation involves more combat service support equipment instead of the massive volumes

of combat gear required in OIF 2003. In addition, members are shipping huge quantities of equipment to be used in the stabilization and reconstruction of Iraq.

Much of the drama that mariners experienced in their first OIF 2003 mission has evaporated now that official hostilities have ceased and members have gotten a good overview of the situation. "They were fitting us with gas masks [during OIF 1] and preparing us for the worst," Brother Pfeffer remembered. "We didn't know what to expect the first time we went over there. Now we know what we're getting into." Now, despite continued heightened security and the company of armed 'Guardian Mariners,' Chief Pfeffer reported, "it's pretty much business as usual." ✕

MEBA & the Workhorse Ships of the Military

MEBAs officers serving aboard the largest and most strategically important vessels in the Military Sealift Command fleet have earned a reputation for outstanding ability and extraordinary skill - and for good reasons.

Working in close collaboration, the MEBA and a private company that has operated the vessels under a five-year contract have put together an impressive program of education and training for the officers serving on eleven Large Medium Speed, Roll-On Roll-Off vessels (LMSRs), the ships that have proven themselves in Iraq to be the new workhorses of the military cargo fleet.

"I'm real impressed by the courses provided by (the MEBA Training Plan at) the Calhoon MEBA School. I don't think we would have had the great success with Operation Iraqi Freedom last year without those programs," commented Claude Pfeffer, a long-time MEBA member now serving as Chief Engineer on the LMSR USNS YANO.

Chief Pfeffer made this comment in early February, as he was helping prepare the YANO for its first voyage in Operation Iraqi Freedom 2, the massive re-deployment of troops and equipment that will be the largest military sealift since World War II. In OIF 2, just as in last year's initial Iraq sealift effort, the LMSRs play a central role. The enormous size and versatility of the vessels - each over 900 feet in length with the capability to carry well over 300,000 square feet of cargo - means that these ships have now become the favored method of efficiently supplying America's troops in the Persian Gulf.



The LMSR USNS SEAY being loaded up at Packer terminal in Philadelphia. The 950-foot vessel shipped off a mountain of equipment to Iraq in early February as part of OIF 2. The ship had already made numerous voyages in support of OIF 1.

Partnership with Patriot

"At the Calhoon School we are proud of our achievements in the LMSR program," commented Instructor Rick Simonson, who along with Instructor Gerard Dundon, has been directing the key Government Vessel Operations course at the School.

"We've worked hard and we've achieved results. The tremendous record of MEBA members in Operation Iraqi Freedom speaks for itself," Simonson said.

"The Calhoon MEBA School is a joint labor-management enterprise and we credit Patriot Contract Services Inc. (a unit of American Ship Management, LLC), which has been our partner in this process," School Director Joyce Matthews noted. "We now have almost five years of experience together on the LMSRs and that is a precious resource for the Military Sealift

Command (MSC) and for our country's armed forces as a whole," she said.

The Government Vessel Operations course is vital to the MEBA's success in the LMSR program but is by no means the sole element. The two-week course provides all the MSC's mandated training requirements for LMSR engineers, but also includes additional educational instruction specifically designed around Patriot's LMSR contract.

SAMM and More

One part of the Government Vessel Ops. course that was highly valued by Chief Pfeffer and the other engineers aboard the YANO is a three-day segment on the use of a computer program called Shipboard Automated Maintenance Management or SAMM.

MEBA & the Workhorse Ships of the Military

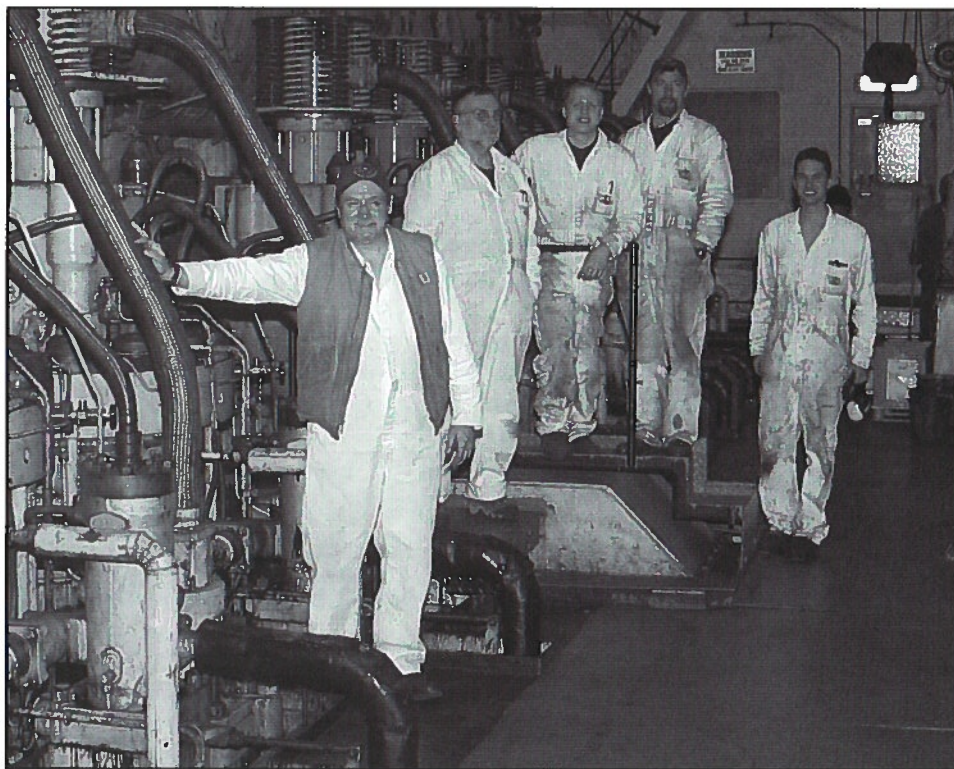
SAMM is a specialized MSC computer program that is not used on commercial vessels, so training with the program makes MEBA officers even more valuable to MSC. And although it is commonplace for MEBA officers to quickly master unfamiliar computer programs in the commercial sector, the SAMM training is a clear demonstration of the Calhoon School's commitment to making extra efforts on behalf of the LMSR program, Simonson pointed out.

Likewise, the Government Vessel Ops. course includes segments on chemical analysis/water testing, technical writing and lube oil analysis that are not required, yet provide the basis for MEBA engineers to attain professional proficiency well above and beyond basic government requirements.

Not that the Calhoon School takes required course work lightly. For example, Simonson said he believes that the MEBA's two-day Chemical Biological and Radiological-Defense (CBR-D) training goes far beyond similar courses offered at other training institutions. Some of these



Military Sealift Commander Vice Admiral David Brewer III with Calhoon MEBA School Director Joyce Matthews. The School has a series of course offerings that meet and exceed the requirements for mariners sailing aboard MSC vessels.



The engine officers of the USNS YANO a few days before she made sail for Jacksonville to take on cargo bound for Iraq. Left to right is Chief Engineer Claude Pfeffer, 2nd A/E Dan Rose, 3rd A/E Brian Fritschl, 1st A/E Chris Bolduc and 3rd A/E John Fitek.

institutions seem "to be just going through the motions, but we take it deadly serious," Simonson said.

"You know, we have thought a lot about CBRD and we obviously hope that it is never needed. But this is not just about Iraq. Our members want to be ready for the next thing as well, and you never know, there are a lot of these kinds of weapons circulating around all over the world," he remarked.

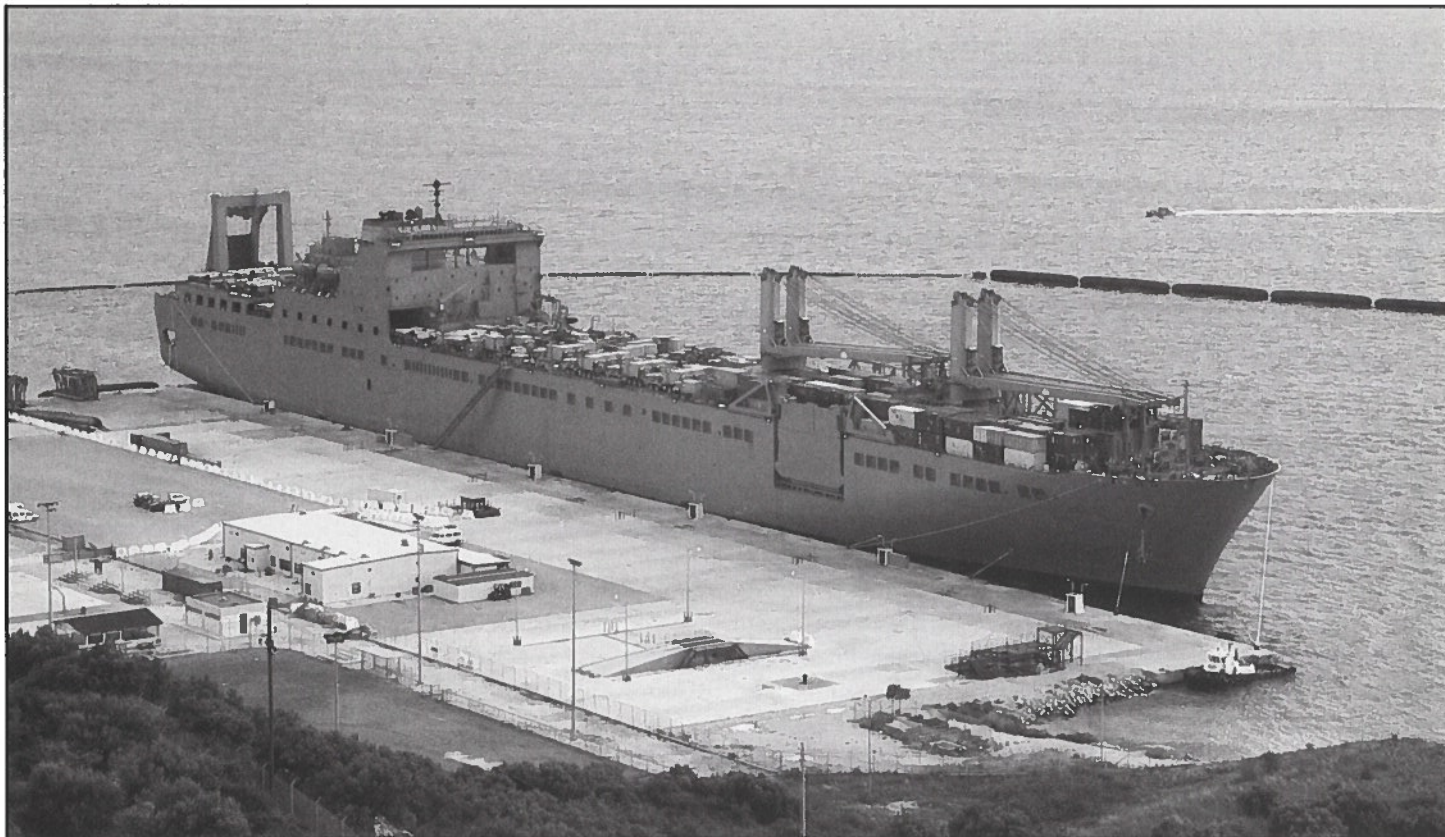
Supplementing the Government Vessel Ops. course are other offerings specifically geared to the requirements of the military. Notable among these is Small Arms Training, taught by Instructor Bob Smith, in which MEBA members are trained in the use of light weapons that would be used if the vessels were attacked by terrorists or pirates.

Basic Support

It would be misleading to focus on the Government Vessel Ops. course to the exclusion of some of the other basic course offerings that are relevant to the LMSR program.

A primary example would be the Calhoon School's standard course in medium-speed diesel technology. Although applicable to other vessels outside the LMSR program, the diesel course is constantly adding to a pool of highly qualified engineers whose skills can be applied to LMSRs, if needed.

Less specialized but equally necessary are the School's fundamental courses, such as Firefighting, Hazardous Materials and Medical Care. Although applicable to almost all vessels, the skills taught in these courses are just as important on the workhorses of the military cargo fleet.



The USNS BENAVIDEZ loaded up in Crete on January 6. The vessel was one of the first activated for Operation Iraqi Freedom 2. Photo courtesy of MSC.

And More to Come

Never content to rest on its laurels, the Calhoon MEBA Training School is making steady progress on new offerings related to the LMSR program. According to Simonson such new course offerings are likely to be:

- Maritime Security Officer
- Anti-Terrorism Awareness
- Environmental Protection Coordinator
- Gas-free Engineering

This list should not be considered exclusive since the MEBA is committed to working with its contracted companies to improve specialized education on a continuing basis. As the requirements (and preferences) of the MSC and MEBA-contracted companies evolve, so will the offerings of the School, Simonson said.

Back in the Engine Room...

Back in the engine room of the YANO,

Chief Pfeffer and the other engineers are converting their extensive Calhoon School training to practical application. The same is happening aboard the ten other LMSRs where MEBA officers are at work.

Third Engineer John Fitek commented in February that there was plenty to do aboard the ten-year-old vessel as it prepared for sea and all the assistant engineers were putting in a lot of extra hours. The grueling work schedule will continue even after the vessel is on its way to the Persian Gulf, if the past is any guide.

The MEBA officers are, of course, well prepared for the demanding pace and specialized skills of the LMSR fleet. The officials of the union and the staff of the Calhoon School have done their jobs in preparing these officers for service in the LMSR fleet. These shipboard officers have answered the call to duty both ashore and afloat - and the LMSR fleet is in good hands. ✕

LMSRs with MEBA Officers Aboard

USNS BENAVIDEZ
USNS BRITTIN
USNS FISHER
USNS GILLILAND
USNS GORDON
USNS HOPE
USNS MENDONCA
USNS PILILAAU
USNS SEAY
USNS SHUGHART
USNS YANO

Our Mission Continues — Ships and Jobs



Gloria Cataneo Tosi
President, American Maritime Congress

The Second Session of the 108th Congress has begun, and the American Maritime Congress (AMC) is working on a number of initiatives to produce more ships for the U.S. Merchant Marine and more jobs for MEBA members.

First, we are pleased to report that the Maritime Administration (MARAD) is keeping to its scheduled administrative timeline to implement the new Maritime Security Program which goes into effect October 1, 2005. MARAD, on schedule, held pre-solicitation briefings with prospective shipyards and ship operators. MARAD, on schedule, issued its solicitation notice for the construction in the U.S. of up to five product tankers to be operated in commercial service in the foreign trades, to which responses from the shipyards and ship operators are due on May 4, 2004. And, MARAD, on schedule, is drafting its interim regulations spelling out the rules for the new ten year, 60-ship program. Currently, MEBA-contracted companies hold 40 of the 47 vessel slots, and we will be working with our companies toward increasing the number of slots held and the MEBA jobs that go with them.

Second, under the leadership of Maritime Administrator William G. Schubert, the Short Sea Shipping Cooperative Program (SCOOP) has been launched, and AMC became an inaugural member. The new cooperative program, a public/private sector partnership developed to move the concept of short sea shipping forward in the United States, has over 50 members — including U.S.-flag operators, maritime labor, academic institutions, financial institutions, and all transportation modes including trucking.

The cooperative's objective is to develop an alternative transportation system to the present intermodal system of rail and highway in the United States. A drive up Interstate 95 from Washington to Boston (as I did recently) is enough evidence that our congested interstate highway system can no longer be utilized as the only major system to deliver goods to market. The newly formed cooperative, which has already received \$50,000 in start-up federal funds, has modeled its formation after the European system where direct government assistance was essential to its eventual widespread transportation success.

I serve as co-chair of the cooperative's legislative subcommittee, and we intend to submit our group's proposal early in 2004 so that it can be included in MARAD's report to Congress on a new maritime policy that will give rise to a whole new fleet of coast-wise vessels. As we said, our mission is ships and jobs.

Because AMC spends a good portion of its resources on cargo preference issues, I want to bring you up to date on the latest issue. To be sure, no other maritime program demands more of our attention than cargo preference because the freight that the preference laws provide is essential to keeping vessels under the American flag and jobs for mariners. As a rule, MARAD, and other federal agencies, as well as Members of Congress look to AMC to be a source of information and to provide an early warning system for emerging cargo preference problems, to coordinate an industry response, and to work with Congress and the Executive Branch.

AMC continues this role in 2004. Cargo preference is one issue where, to slightly paraphrase a well-known precept, eternal vigilance is the price of preference.

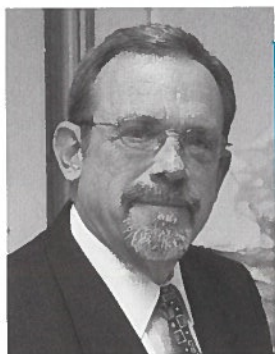
For example, in mid-January, we alerted the industry that the federal procurement policy "czar" had proposed regulations that, if implemented, would allow the cargo preference laws to be waived for any item defined as "commercially off-the-shelf." This means that most government-impelled cargoes could be defined by a shipper agency as "commercially off-the-shelf" — whether it be a civilian agency or an office within the Department of Defense, whether it be a bag of grain or a helicopter, whether it be a prime or a subcontract. Commissary and exchange cargoes, household goods, foreign military sales, even food aid commodities with the sole exception of bulk grain could all end up going foreign-flag.

The proposed regulation (which actually was first considered in 1996, but has been dormant since then) was published without any factual justification or evidence that cargo preference is an impediment, a burden, or a deterrent to the government's objective of streamlining and improving the way it purchases its goods and services.

We are optimistic that this proposed regulation will, in the end, be rewritten to exclude preference among the various laws to be waived under the guise of acquisition "reform" owing to the work we have done over the years on similar bureaucratic assaults on cargo preference. In the meantime, AMC will be working with our companies, with MARAD, the Department of Defense, and our supporters on Capitol Hill to make certain that this damaging proposal never sees the light of day. Again, it's all about ships and jobs.

In one of my *Marine Officer* columns last year, I wrote about my colleague, AMC's vice president for government affairs, John A. Gaughan, who had been called by the Bush Administration to serve in Iraq as principal maritime advisor. For six months, John saw the use of maritime forces in the middle of a war, and played a major role in helping that country and the Coalition Provisional Authority lay the foundation to rebuild Iraq's port infrastructure.

As a key player in our industry in Washington for over 25 years, MEBA President Ron Davis and I felt the utmost of admiration for John's willingness to virtually drop everything and to go to Iraq to serve our Nation in a difficult and dangerous but extremely important undertaking. We welcomed him back to AMC on January 5th and I am very pleased to share this AMC column with him. His report follows on what he will be doing in the upcoming months to develop the full potentialities of our stated mission — ships and jobs.



John A. Gaughan

It's great to be back in the USA!

First and foremost, thank you to MEBA President Ron Davis and AMC President Gloria Tosi for allowing me to take a leave of absence to act as the maritime advisor to the Coalition

Provisional Authority in Iraq from July of 2003 to January of this year.

Upon my return, I resumed my chairmanship of the Marine Transportation System National Advisory Council (MTSNAC), a chartered advisory committee to the Secretary of Transportation Norman Mineta.

Secretary Mineta is most concerned about how to address the growth of trade to the United States. Trade volumes are predicted to double or even triple by the year 2020. In order for the United States to maintain its economic strength and growth, we must find ways of reducing the growing congestion and gridlock on our roads. Secretary Mineta has challenged MTSNAC to make recommendations on legislation similar to the highway and aviation bills to help improve ports, inland waterways, and promote short sea shipping. The legislation, to

be called SEA-21, will seek to unify currently dispersed authority over the nation's maritime transportation system.

In order to do this, MTSNAC, which has 30 members, will need to reach 'consensus' on a full array of tough issues ranging from how to finance improvements to who will pay for them. MTSNAC, which has been in existence for three years (Horizon Lines President Chuck Raymond was its first chairman) has issued a number of reports but now must do the truly heavy lifting of providing legislative recommendations backed by concrete justification for every initiative on our list. This will not be easy as any number of vested interests would prefer to maintain the 'status quo' and not rock the boat.

*You, as professional mariners, know that this 'head in the sand' approach is untenable and I, as chairman, will do all in my power to ensure that MTSNAC fulfills its mandate and duty to the Department of Transportation. Our trading partners around the world are making massive investments in their marine infrastructure and the United States, as the world's largest trading nation, must do the same. The next meeting of the full MTSNAC membership is in early May, and I will be giving updates in upcoming issues of the *Marine Officer*.*

At the same time, AMC's Senior Military Advisor, Vice Admiral Jim Perkins, and myself continue our outreach efforts throughout the federal government on behalf of MEBA and its contracted companies. We continue to stress the spirit of partnership between union and management as we look for new opportunities within the Executive Branch for each. One target of opportunity (still over the horizon) is the growing interest by the military in fast ferries. We will be diligently working to find opportunities for our operators to 'run' this equipment and for MEBA to 'man' them.

Although the military always finds it hard to give up control, Admiral Perkins and I are prepared to show them how MEBA, with its world class training school, its cadre of professional marine officers, and its core of highly competent operators, is the right answer to how to make this new concept work. Our mission continues — ships and jobs. ✕

PAF Honor Roll – On a Roll

Realizing the value of a robust Political Action Fund to our Union, forty-three MEBA members cleared the \$1,000 mark or above in contributions during calendar year 2003. A large number of retirees are also demonstrating their inclination to ensure the future of our Union and Merchant Marine with their generous assistance to the Fund as well.

This support is well utilized in giving our Union a respected voice in Washington. The P.A.F. is also critical on the grassroots level to pursue our agenda of fueling support for MEBA issues and in our continued quest to secure good jobs for our membership.

The P.A.F. arms our Union with the clout to fight in the behind-the-scenes political trenches. It also proves crucial in equipping our candidates with the necessary ammunition to wage victorious election battles. In fact 87% of MEBA-sponsored candidates were elected to office in the 2002 election cycle.

The Fund also helps give weight to the issues we care about. MEBA lobbied tirelessly for the new Maritime Security Program that has been expanded and extended until 2015. The P.A.F. currently is giving legs to our push to boost the federal funding level for ferry systems across the country.

However, while participation in the P.A.F. has shown recent signs of life, the numbers indicate that almost three quarters of our membership has failed to realize the importance of the Fund in safeguarding our future. Union officials have provided an example to the membership by earmarking at least one percent of their salaries for the Fund. A similar commitment by our members - or even just a dollar a day - will help foster friends in high places and ensure that the programs and maritime laws that we depend upon do not become political casualties. Please visit your local Union hall or contact Headquarters and pledge your support for the Political Action Fund!



1 MEBA will support the re-election bid of Sen. Barbara Mikulski (D-MD). Left to right is MEBA's Govt. Affairs Director David Tubman, Calhoon School Instructor Lee Brown, Instructor Thurland Wilkinson, School Director Joyce Matthews, MEBA's Research & Development Director Bruce Vall, Sen. Mikulski, MEBA retiree George Clements, Baltimore Branch Agent Bill Van Loo and Asst. Political Director Brian Schoeneman.



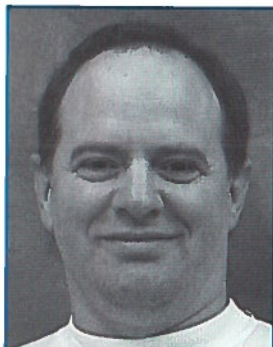
2 MEBA's support in San Francisco's political structure goes a long way. Left to right is City Supervisor Jake McGoldrick, MEBA Executive V.P. Bud Jacque and Angelina Ramos who coordinates political activity from our hall on Fremont Street.



3 Seattle Branch Agent John McCurdy (left) putting P.A.F. money to good use. He is pictured with David Della who would go on to win a seat on the Seattle City Council.



4 Rep. Tom Lantos from California's 12th District is one of MEBA's friends in high places. The 12-term Congressman (l) is seen here with MEBA's San Francisco Patrolman Jon Anderson.



Ted Farnsworth knows the value of a strong Political Action Fund. The Chief Engineer aboard the LIBERTY STAR pointed out that, "Most Group One members make several thousand dollars a month. If they don't feel they can afford to contribute a few of those dollars to help fight our battles on Capitol Hill, then they must not realize the value of keeping our influence strong where the policies are made that truly affect our jobs and our lives."



The 2003 P.A.F. Honor Roll, broken down into four categories, is as follows:

Order of Magellan - (\$1,000 and above)

Behen, Kevin	Farnsworth, Ted	King, Rick	Nisi, Charles E.	Terkanian, Edward
Blevins, David	Hall, William L.	Luong, Chau	Novinger, Jennifer	Toler, Harry
Burke, Robert	Haynes, Richard	Marciello, Lou	Ohler, Robert	Tracy, William
Byerley, Steven	Hemmings, Art	Marvin, Theodore C.	O'Keefe, Thomas	Vail, Bruce
Camelio, Al	Huber, Marc	Massoni, Daniel	Priscu, Charles	Van Loo, Bill
Christensen, John	Jacque, Louie	McCurdy, John C.	Raines, Victor	Welty, Timothy
Curran, Robert D.	Janes, David	McIntyre, Cecil	Ray, Cecil	Yarbrough, Hugh
Davis, Ron	Julian, Christian	Nichols, Kevin	Rowe, James	
Dunlop, Teresa	Keefe, Don	Nightingale, James	Siracusa, Paul J.	



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

Alcott, Richard	Dennis, Duane A.	Hill, John M.	Martin, Robert	Reynolds, Patrick	Swe, Tint
Anderson, Jon	Doherty, Richard	Holzberg, Henry	McBride, Stephen P.	Rippetoe, Russell	Sweeney, Gerald
Andrade, Jeffrey	Dolph, Louis	Hunt, Darryl	McCrary, James O.	Sasso, Anthony P.	Thant, Kyaw
Barr, James	Doyle, William	Hutton, Donald F.	McKeon, Matthew	Schmeltz, Herbert	Tubman, David
Barrett, Daniel	Erskine, Robert J.	Jewell, Mike	McWilliams, Michael	Schock, Kaley	Valley, Alan
Boyle, Robert	Farrell, William	Johns, Wilson A.	Michna, Paul	Schwartz, Ramon J.	Vida, Victor
Bruton, Keith A.	Fauvell, Robert	Johnson, Darol	Micomonaco, Mario	Seaberg, Glyn	Warner, Mark
Buettner, Stephen	Fernandez, Isidro J.	Kaplow, William	Miles, Bret B.	Shea, Mike	Watson, Joe
Byrd, Stevin	Gallagher, Mark	Kelleher, Edward	Naumann, Dennis	Skogen, Russell E.	Wells, Mark
Caloger, Peter	Garber, Woodward	Kim, John	Nizetich, Michael	Smith, Joseph	Wessel, David
Chisholm, Bernard E.	Good, Brian	Kimbrough, Walter	Norval, Charles L.	Smith, Joseph T.	Willison, David
Clements, George E.	Graff, Robert	Lackey, James	Orme, Brian	Smith, Joy I.	Wolf, Martin
Cohn, Christopher	Granahan, Stephen	Landwehr, Kurt	Parks, Howard	Smith, Prentess	Wolff, Joseph
Cooper, Bruce	Grosse, Donald R.	Lariviere, James	Pearson, Carl A.	Staples, Donal	Zak, James
Cunningham Jr., Arthur	Hawkins, Thomas	Lenox, Richard	Peterson, August	Stopp, Edward	
Definbaugh, Martin	Hebert, Paul	Lilledahl, Hans	Poor, George	Stride, David	
Del Valle, Gus	Henderson, Donald	Lomers, Kenneth	Quintana, Greg	Strissel, Phillip	
Dempster, Peter	Hettling, Frederick	Martin, Peter	Reamer, Dann	Suneson, Thomas	



P.A.F. Shellback Level - (\$250-499)

Adamis, Daniel F.	Black, David	Calhoun, Frank	Courtney, John C.	Economy, James	Golightly, Guyse
Ainley, Henry	Boardman, Scott	Carlin, Alexander	Crider, Bob	Edwards, Nathan J.	Gordon, Michael D.
Ballenger, John	Booth, John	Carnley, Donald J.	Curtiss, Carol	Eggert, Josef	Greenig, George
Bands, Thomas F.	Borgen, Alan	Carrubba, Anthony	Dance, Robert	Ehlers, Frederick	Gribbin, Lawrence
Barker, James	Boyer, Joseph	Caspers, Edward	Dance, William	Ennesser, Eugene M.	Griffiths, Robert
Baxter, Rodney C.	Breton, Michael	Cassidy, Thomas	Delach, Mark	Ewell, Kenneth W.	Guidry, Paul
Beamon, John	Briggs, Stephen	Catanzaro, John	Derringe, Michael	Fadden, Reginald	Hall, John
Bellows, Gerald	Brown, Henry	Cihamsky, Mitchell	Di Benedetto, Joseph M.	Ferguson, Tom J.	Hall, Peter
Benitez, Alfredo	Brown, Larry	Cimmarusti, Jeffrey	Dodson, Harry	Fiala, David	Hanson, Roger
Benn, Geoffrey	Brunelle, Marc	Cleary, James P.	Dowes, Douglas	Figelski, Edward	Hardin, Jimmy
Berhe, Alem	Burchfield, Timothy	Clement, Larry	Downs, Albert	Fisher, James	Harrington, Jason
Berndt, Eric	Burchill, David O.	Cohn, Jonathan	Doyle, James	Fisher, Matthew T.	Harris, Leonardo
Berner, Frank	Burgett, Donald	Collins, Mark	Dubuc, George	Fortin, Denis R.	Hart, David K.
Bertram, Erin	Burns, Michael	Collins, Richard	Duffy, Patrick W.	Garberg, James	Hastings, Jay
Bertram, Harry R.	Burnside, Thomas	Connors, Gerald	Dundon, Gerard	Garel, Michel	Haunfelder, Frank
Birago, Thomas	Butler, William	Cothany, Lynden	Dziedzic, Benny	Garrouette, Brian	Haven, Katherine
Bird, Michael	Cadron, Michael	Coulbourn, Harley		Glossing, Andrew	Hearne, Robert V.

Hencey, Davis	Long, Patrick	Nevin, Steven	Reading, Robert	Smith, Paul	Weiner, David L.
Herrington, Coy	Lund, Mark	Newberg, Mark A.	Reese, Barry L.	Smith, Stephen	Welsh, Maurice R.
Hickey, Thomas	Lyons, Lance	Nguyen, Hieu	Rice, John	Smith, William	Werking, Edward
Hickey, Thomas	MacDonald, Peter J.	O'Brien, Timothy M.	Riley, Paul	Sobol, Walter	Westlake, Bruce
Hirth, Robin	MacKay, Shawn	O'Brien, John A.	Roberts, Craig	Spaulding, Edward	Whitacre, Todd
Holmes, Loyal	Mallini, Michael	O'Donnell, Timothy	Robertson, James	St. John, Alfred	Whyte, Mark
Jablonski, Michael	Marklin, Charles E.	Ohrt, Michael	Robinson, George L.	Strickler, Jeffrey J.	Williams, Todd
Jackson, Charles	Mastromarine, Joseph	Olzow, Joseph	Rodriguez, Raymond	Struthers, Donald	Williamson, Mark
Jendrasko, Richard	Mattoon, Junius A.	O'Neal, Louie	Rogers, Nicholas	Swanson, Roger	Wilson, Stuart D.
Johansson, Axel	Maurer, Gregory M.	Padula, Joseph	Rogers, Ralph	Taylor, Mark	Winter, David M.
Jones, Ray	McCormack, Patrick J.	Palmer III, Henry	Rood, Larry	Tompkins, Thomas	Wionsek, Joseph
Jordan, Robert	McGuire, Robert G.	Panniel, Lovell	Samuelson, Eben	Torres, Andres V	Woehler, William
Kelley, Daniel	McHugh, Peter	Parent, Richard	Schoeneman, Brian	Tosson, Edward	Wood, Monte C.
Kendall, Richard S.	McHugh, William	Patten, Brain	Schuckhart, Robert	Tracy, Mark	Wood, Robert
Klepack, Bruce F.	McIntyre, Andrew	Penny, Julie	Scott, Rex	Trigueiro, Gary	Woody, Marvin
Kuehne, Frank	Mercogliano, Riccardo	Perry, Michael	Sechrist, Galen	Trovato, David	Wright, Patrick
Lang, Matthew	Michnay, Carl	Peterson, Kenneth	Seidmann, Robert	Twitty, Ray	Wyman, Daniel
Langford, Michael	Miles, Terry	Picchi, William	Seifart, Scott	VanDuyn, Matthew	Yarborough, Glenn C.
Langmeyer, James M.	Mills, Robert E.	Pizzorni, Andrea	Seppa, Richard	Vetter, Dennis	Yeaman, Joseph
Lee, Robert	Mossman, Richard	Price, John	Shannon, John	Vietz, Mark	York, Bruce
Lemmon, Joshua	Murphy, Gerald	Pucilowski, Zdziglow	Shea, Barry	Waldhaus, John	Yuh, Christian
Leong, Wilson	Myers, James L.	Pulju, Charles	Shrake, Samuel	Walker, Robert	Zaida, Benjamin
Lincoln, Jonathan M.	Nardi, Joseph	Purcell, Michael	Sickles, William	Ward, William	Ziegler, Terry
Linker, Robin	Neeson, Timothy	Raffaniello, Donald	Siemann, William	Watson, Mark	
Lodge, James D.	Nelsen, Dean F.	Randall, Jason	Silliman, Raymond W.	Watts, Harold	
Lohman, Jonny	Nelson, Joseph B.	Rasmussen, Gregory	Skala, Dustin	Webster, Jr., Enoch	



P.A.F. Pollywog Level - (\$100-\$249)

Abdou, Louai	Bell, Walter	Brooks, Richard	Clark, Donald D.	Day, Arthur P.	Eberle, Peter
Accetturo, Peter M.	Belyea, Christopher	Broussard, Marty	Cline, Dennis	Day, Steven	Edwards, Charley
Acosta, Sonny	Benedetti, Mario P.	Brown, Thomas	Closson, Lorne	Dean, Frederick	Elias, Albert
Adams, James	Bennett, David	Bryant, Robert	Cole, Henry	Degrug, Mark V.	Engberg, Mark
Adams, James C.	Bentley, Oren O.	Burden, James	Collevocchio, Leonard	DeLucca, Frederick	Engelbrecht, John
Adams, Richard	Benton, Rufus	Burford, Jeffrey	Collins, Timothy	Deming, Paul H.	Erlandson, Jon
Ader, Kenneth	Benz, Thomas	Burke, Shaun	Collinsworth, Roger E.	Densel, Joseph	Fagernes, Michael
Anderson, David	Beric, Nikola	Burnette, James	Comiskey, George	Derke, Michael C.	Falls, Philip E.
Anderson, James	Berlen, Vincenzo	Burns, Stephen	Conroy, Brian	Derus, Donald L.	Fanning, Michael
Anderson, Michael	Bertelsen, William	Burns, William	Coratti, Frank	Diaz, Robert M.	Farnsworth, Shane
Arnesen, Alan	Betker, Daniel	Burnside, James S.	Corrigan, Mathew	Diederich, Jon J.	Fatovic, Goran
Ashley, Patrick	Bigelow, Jessica	Burress, John	Coulter, John	DiGiacomo, Louis	Faulhaber, Aaron
Atwood, Vincent	Billingham, Rand	Butcher, Enrico	Crell, Joseph	Dinsmore, Ralph	Fauntleroy, Gregory
Avery, Mike	Bingener, Eric	Butzen, Richard	Crislescu, Constantine	Dippel, Russell	Fay, Stuart
Ayou, David	Blaha, Philip	Byers, Matthew	Cromuel, Vernon	Djusberg, Nils	Feldon, Howard
Ayres, William	Blair, Joseph	Byrne, James P.	Cross, Kevin	Dodson, Clyde E.	Fellows, Russell
Baas, Lawrence	Blasquez, Greg	Calhoun, Scott	Crow, Dallas K.	Downer, Michael	Filardi, Matthew C.
Backstedt, David	Blomberg, John T.	Callahan, Jason	Crowley, Jerome	Dresser, Gorge	Fischer, John
Baldue, Christopher	Blomquist, Eric	Campbell, William	Curran, James	Dreves, Alben	Flanagan, Robert
Barone, Daniel	Boggs, Richard	Carras, Joseph	Curry, Todd	DuBois, Robert	Flink, Lars
Barton, Erik	Bohn, John	Carroll, Gerard	Cyr, Donald	Ducharme, Bradley S.	Ford, Richard H.
Bateman, Timothy	Bonner, Beddie	Carroll, Luther	Czuba, Frank	Dunlop, Andrew	Fountas, John L.
Bates, John D.	Brady, Edward	Carter, Joseph P.	Danner, George	Dunn, William	Fraczak, Thomas
Baxter, Alan	Brakefield, Glenn	Casazza, Nick	Dardis, James	Dunning, John	Francis, William
Beasley, Kenneth	Brandt, Eric	Cass, Paul B.	Davies, Richard	Durgan, Craig E.	Franks, Stephen
Beaulieu, Steven R.	Brazis, Roger	Chartier, Mark	Davis, Ben	Dustin, Gary	Frazier, James
Begley, Grant	Bremer, Curtis	Chilton, Christopher	Davis, David	Dyer, James	Freely, Timothy
Bell, Richard	Breton, Rudolph	Church, Edward	Davis, Joseph	Eaton, Jon A.	Fritsch, Brian

P.A.F. Pollywog Level - (\$100-\$249), continued

Fulcher, John	Jacobanis, Lawrence	Linsky, Thomas	Myers, James A.	Rose, Dan	Terry, Henry
Fuller, Kevin J.	Jacobs, Thomas	Litterine, Justin	Nardone, Edward	Rourke, Timothy	Thatcher, Matthew
Fulmer, Brett	Jacobsen, Karl	Liu, Chun-Yi	Nashif, David	Royston, Richard	Thibaudeau, Robert
Galvin, Daniel	James, Larry	Logue, Gregory	Nee, Peter	Rudinsky, Joseph	Thomas, Jacob
Galvin, Paul G.	Jaquez, Cristobal	Long, John	Negoescu, George	Ruiz, Hector	Thompson, Gary C.
Garramone, Peter	Jendrasko, Peter	Lotfy, Adel	Nelson, Robert	Rushmore, Jr., Thomas	Thomsen, Michael
Garthwaite, Gerald	Jenkins, Jeffrey	Love, John	Ness, Gary A.	Russell, Paul E.	Thomson, William
Gates, Michael	Johnson, Clifton	Ludwig, Louis	Newton, Craig	Sachs, Gregory	Timmins, John
Gifford, Daniel W.	Johnson, Dave	Lupardo, Shane	Nogueira, Frank	Salvador, Fernando	Tims, James
Gilmour, Mark	Johnson, David	Lynch Jr., Thomas	Nowak, Mark E.	Samuelson, David	Tinkel, Michael
Gilroy, James	Johnson, Jack	Lynch, Gregory	O'Callaghan, Michael	Sanborn, John	Tonash, George
Glasser, Dennis	Johnson, Jerry L.	Macatiag, Antonio	O'Connell, James	Sanchez, Alfredo	Torrey, George
Gleason, Frederick	Johnson, John	MacDonald, Michael	O'Donnell, John	Sanders, James	Trippe, Richard
Goddard, David	Jones, Floyd	MacLeod, Kenneth J.	Offenberg, Sergey	Sanders, Samuel	Trivich, Nicolas
Goodrich, Robert	Jones, Stanley	Maguire, James	Oldak, Steven	Sandusky, Phillip	Trundy, Thomas
Goodridge, Thomas	Jones, Warren	Mahan, Mark	Olson, Chris	Schneid, Michael	Tucey, Michael
Gorgensen, Peter	Jonh, Matheson	Malenshek, Martin	Olson, Dick	Schneider, Herbert	Turcotte, Keith
Gostevskyh, Vladimir	Kammerzell, William C.	Mallett, Roland G	Olson, Donald H.	Schreier, Harold	Turner, James
Gould, Eric	Kanapaski, Christian	Manchester, Scott	Olson, Peter	Schroeder, Charles	Turner, Paul
Grandy, Keith	Kapp, Kelly	Marcinak, Kenneth A.	Onstat, Robert	Scott, Clarence L.	Twomey, James
Green, Arthur	Kealey, Michelle	Marshall, Gregory	Osmus, Steven	Scrivanich, Daniel	Upham, Michael R
Green, Kurt	Kearcn, Dallas	Martens, Robert	O'Sullivan, Michael H.	Sevitz, James	Van Vechten, Barry
Groot, Ralph	Keen, Harry	Martinsen, Stefan	Padilla, Lorenzo	Shea, Patrick	Vandiver, John
Guerra, Christopher G.	Kell, Gary	Martinusen, Dale	Page, Carl	Sheridan, John	Van Frick, Terry
Guevara, Arnoldo	Kelley, Timothy	Mazza, Steven	Pagliango, Michael	Sherin, Christopher	Vaughan, William R.
Gumanas, Rolando R.	Kelly, William	McCallister, Steven	Palazzolo, Anthony	Sherlock, John	Velez, Jose R.
Haarmann, John T.	Kempf, Leslie	McCann, Richard J.	Palmer, James	Sherman, Bruce	Vitolins, Arvids
Hagner, James	Kennedy, Michael	McCarthy, Jennifer	Pangelinan, Frank	Shults, Bernard	Vogel, Lee
Haines, Stephen	Kenny, Dennis	McDevitt, James	Pearce, William	Simonson, Rick L.	Volonnino, Frank
Hamilton, Robert	Kenny, Robert	McDonough, Fred J.	Peddie, William A	Sims, Ralph J.	Vranish, Stephen
Hansbury, Thomas	King, Forrest	McGeehan, Michael	Perry, David	Skidmore, Charles	Wainwright, Ross
Hanson, Leonard	Kingma, Louis	McIntosh, Edwin	Perry, Edouard B.	Smedes, Peter	Walker, Steven
Hare, Stephen	Knowles, Joshua	McKenzie, Tom	Petersen, Paul	Smith, Gary L.	Wartes, Paul
Harren, Patrick	Knudsen, Karl	McNeil, David E.	Petroski, Jude T.	Smith, Jack	Webb, Wayne
Harrington, Timothy L.	Knudsen, Percy	McNeil, Mark	Philbin, Owen	Smith, James	Weeden, Roger
Harris, Seth	Koehchley, Brian D.	McRee, Ryan	Picinch, Jody	Smith, Keith	Weeks, James S.
Harvie, Alan	Kopka, Brian	McWiggins, Dan P.	Pihl, Jeffrey	Smith, Paul G.	Welty, Timothy
Haskin, Philip N.	Korwatch, Lawrence	Menedez, Jack	Pike, Steven	Smith, Robert D.	Wessling, Stephen
Haynes, Blake	Krack, Conrad	Meredith, William J	Pilkenton, Greg	Smith, Stephen E.	White, James
Helie, Leonard	Krogstad, Roald	Mersch, Francis	Pitts, Larry W.	Snipes, Beecher	White, Jerod
Henning, Edward	Krym, David	Mesford, Michael	Poirier, Paul	Snow, Joseph E.	Wickel III, Frederic
Herman, Jason	Kuchlewski, Michael B.	Meucci, Ben	Porcella, Richard	Snow, Michael	Willard, Michael R.
Herman, Laurie	Labure, John W.	Migliorini, Peter F.	Poulin, Thomas	Solaman, Hugh	Williams, Charles
Herring, Richard R.	Lacour, Jr., Charles	Miller, Christian J.	Powers, Donald	Sparling, Todd S.	Williams, Harold
Hickman, Oliver	Laksoen, Richard	Miller, George	Pratt, R. James	Spear III, Willis	Willits, John
Hill Jr., William	Lamm, Courtney	Miller, Mathew	Price, Frederick	Spencer, Ronald	Wilson, Paul R.
Hjort, Stanley	Lane, Mark K.	Mitchell, Glenn T.	Prior, Thomas	Squires, Mathew	Winge, Eric
Hoffman, David	Langfitt, Billy	Mitchell, Robert N.	Przybylski, Zbigniew	Stevens, Sean	Winton, Robert
Hogdon, Robert	Langford, Clarence	Mitchell, Steven	Quinn, Edward	Steverman, Peter	Wojciechowski, Michael
Holliday, Charles	Langley, John	Moore, Dennis J.	Quinn, Neil	Stewart, Robert	Wolf, Lawrence
Holzinger, Charles D.	Laurion, Daniel R.	Moore, Terrence	Quinn, Patrick	Strickland, Horace	Wolfe, Brad
Hoot, Frank M.	Lavertu, Alan J.	Morgan, Fred	Quinn, Stanley	Sturgis, Barry	Woodruff, Dana
Hoyt, Christopher	Leahy, Thomas M.	Morris, George	Quinones, Luis	Sullivan, Peter	Woods, George
Hubner, John	Leary, Stephen	Morris, Michael	Ramey, Patrick A.	Sumner, Wayne	Wozencraft, John
Huffstetler, Ralph	LeBlanc, Beth	Morrissey, Michael K.	Ramos, Anthony	Suppes, Bruce	Wyman, Donald
Hughes, Charles	Leep, Ernest O.	Moylan, Richard	Rand, Lee	Swearengin, Jack	Wyrick, Frank A.
Hughes, Steven	Leonardi, Andrew	Muldowney, Leo	Rater, Clarence	Swenson, Steve	Yak, Raymond
Huntington, Bruce J.	Leong, Walter	Musotto, Paul W.	Raymond, George	Tapley, James	Yelland, Brian
Hurlston, Gaylon	Lesniak, Robert	Muta, Raymond	Rigg, Douglas R.	Tarnecky, Stanley	Zaleski, Richard J.
Hutcherson, John	LeVan, Kenneth	Myatt, Thomas	Roberts, Lloyd	Taylor, Edwin	Zilla, Herbert L.
Hynes, Martin E.	Lilley, Thomas B.	Myers, Charles	Roberts, Steven	Taylor, William	Ziolek, Jerzy
Jackson, Gregory	Linderholm, Eric	Myers, Christopher	Roberts, Thomas	TerKuile, Matthew	Ziolek, Zbyslaw

Recent Training School Certifications



1

1 Another slew of MEBA members received certification in Programmable Logic Controllers at the Calhoon School in early December. The class delves into theory and practical application of PLCs providing a mass of knowledge during an intensive two-week period. Left to right is Patrick Long, Steve Bigelow, Bruce Johnson, Samuel Freeman, Frank Dalrymple, Matt Shullick, Eric Brandt, Stevin Byrd, Chris Dresser, Gerald Danneker, Curtis Howard, Martin Wolf, Henry Engelbrecht, Paul Post, Russell Harriman and Instructor Rick Fullwood.

2

2 The Electrical Troubleshooting course at the School provides a wealth of knowledge into logical troubleshooting techniques of motor control systems as well as an array of related knowledge that members can greedily absorb. Left to right is Instructor Dick Crompton, Rob Powell, Claude Newton, Glenn Patten, Dave Willison, Jeff Barber, Ed Ferranto, Clarence Langford, Eric Wiberg, Mike Walsh, Jim Fisher, Chris Sterling, Mike LaCroix, Oliver Serna, Ron Linthicum, Julie Penny, Chris Olson and Instructor Ron Fedorczak.



3

3 For six weeks, members in the Diesel Engineering course are schooled on theory, construction, operation, and maintenance of main propulsion and auxiliary diesel engines, engine control systems, and related auxiliary equipment. Left to right is Andrew Krafthefer, Frederick Cuzner, Instructor Mark D'Arcy, Steven Beaulieu, David Ebanks, Joseph Dengel, Charles Lacour, Michael Figueroa, Scot McClintock, Lyle Sloan, Randolph Jackson, Darryl Osborne, Prentiss Smith and Instructor Darryl McCaslin.



4

4 Students work furiously to staunch the flow of water that is flooding into the Damage Control trailer. Members are well equipped to counteract extreme ship-board situations giving MEBA officers an advantage when they ship out.



6



5

5 In the Small Arms course, Ken Quinn prepares to fill his target full of lead with an M-14. Instructor Bob Smith oversees another student in the background.

**ADVANCED FIRE FIGHTING /
HAZARDOUS MATERIALS TECHNICIAN**

(2 Week Course) 18 students maximum
May 3 - May 14
August 23 - September 3
October 11 - October 22

ANALOG ELECTRONICS

(4 Week Course) 16 students maximum
August 9 - September 3

APPLIED DIESELS

(4 Week Course) 12 students maximum
May 3 - May 28

BASIC COMPUTERS

(2 Week Course) 12 students maximum
April 19 - April 30
May 3 - May 14
June 21 - July 2
October 11 - October 22
October 25 - November 1

BASIC SAFETY TRAINING

(1 Week Course) 12 students maximum
May 24 - May 28

COMPUTER APPLICATIONS

(2 Week Course) 12 students maximum
June 7 - June 18
September 27 - October 8

CONTAINER CRANE MAINTENANCE

(3 Week Course) 12 students maximum
March 29 - April 16
September 13 - October 1

CONTAINER REFRIGERATION

(2 Week Course) 12 students maximum
May 17 - May 28
June 7 - June 18
September 13 - September 24
December 6 - December 17

**DATA COMMUNICATIONS &
NETWORKING**

(2 Week Course) 12 students maximum
May 17 - May 28
September 13 - September 24

DIESEL ENGINEERING

(6 Week Course) 16 students maximum
October 11 - November 19

DIGITAL ELECTRONICS

(4 Week Course) 16 students maximum
March 29 - April 23
October 25 - November 19

ELECTRICAL TROUBLESHOOTING

(2 Week Course) 16 students maximum
May 17 - May 28
September 13 - September 24
November 8 - November 19
November 29 - December 10

ELECTRICITY

(4 Week Course) 16 students maximum
March 29 - April 23
June 7 - July 2
August 2 - August 27

FAST RESCUE BOAT

(1 Week Course) 12 students maximum
June 28 - July 2

FUNDAMENTALS OF ENG.

(2 Week Course) 16 students maximum
October 4 - October 15

GAS TURBINE ENGINEERING

(4 week Course) 16 students maximum
August 9 - September 3

GOVERNMENT VESSEL OPERATIONS

(2 Week Course) 12 students maximum
April 19 - April 30
June 7 - June 18
August 2 - August 13
September 13 - September 24

INSTRUMENTATION

(4 Week Course) 16 students maximum
October 25 - November 19

MACHINE SHOP

(4 Week Course) 12 students maximum
March 29 - April 23
May 3 - May 28
June 7 - July 2
September 13 - October 8

MARITIME SECURITY OFFICER

(1 Week Course) 12 students maximum
May 3 - May 7
August 16 - August 20
October 4 - October 8
October 18 - October 22
November 29 - December 3

MEDICAL CARE - PIC (Ship's Medicine)

(2 Week Course) 12 students maximum
March 29 - April 9
December 6 - December 17

PROGRAMMABLE LOGIC CONTROLLERS

(2 Week Course) 16 students maximum
June 21 - July 2
December 6 - December 17

REFRIGERATION

(4 Week Course) 12 students maximum
April 12 - May 7
August 9 - September 3

SHIPBOARD ELECTRICAL SYSTEMS

(2 Week Course) 12 students maximum
May 17 - May 28
June 7 - June 18
September 27 - October 8

SHIP'S MANAGEMENT

(2 Week Course) 16 students maximum
June 7 - June 18
October 11 - October 22
November 29 - December 10

SMALL ARMS

(1 Week Course) 12 students maximum
May 10 - May 14
June 21 - June 25
September 27 - October 1

STEAM ENGINEERING

(6 Week Course) 16 students maximum
March 29 - May 7

TANKSHIP LNG

(2 Week Course) 16 students maximum
June 21 - July 2

TANKSHIP SAFETY DL

(2 Week Course) 16 students maximum
June 7 - June 18
November 29 - December 10

UPGRADING ENGINEERS

(4 Week Course excluding testing)
20 students maximum
August 9 - September 3

UPGRADING - MANAGEMENT LEVEL

(6 Week Course) 16 students maximum
October 11 - November 19

WELDING

(4 Week Course) 12 students maximum
October 25 - November 19



6 Members in the Digital Electronics class build upon their Analog Electronics studies and will emerge from this four-week course with a comprehensive understanding of shipboard electronic systems. Left to right is Barry Shea, William Heanue, Stevin Byrd, Glen Scott, Jeff Cassidy, Mark Corrales, James Hagner, William Schwoyen, Eagle Karels, John Love and Instructor Roger Fullwood.

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.



Welding and Manganese Poisoning

Exposure to metal fumes from welding, cutting and brazing—especially in confined spaces—can cause brain damage. A major culprit is manganese, a component of all steel and major welding materials. Manganese has been known to cause the degenerative brain disorder known as Parkinsonism since 1837. A recent study found 40 percent of welders showed signs of the disorder. Many physicians are unaware of manganese poisoning or the risks of exposures in steel making and welding as stated on Material Safety Data Sheets (MSDS).

Symptoms of manganese poisoning include tremors, shakes, loss of balance, slowed movement, walking problems, impotency, slurred speech, extreme drowsiness or nighttime leg cramps. Because the symptoms are similar, welders may be mistakenly diagnosed with Parkinson's disease, ALS (Lou Gehrig's disease) or MS (multiple sclerosis).

If you have any of these symptoms, go to your doctor as soon as possible. Bring a copy of the MSDS for welding rods and other related materials you commonly use.

If you do not have any of these symptoms:

1. OSHA requires employers to use engineering controls such as local exhaust ventilation to control health hazards. Personal protective equipment like respirators may be necessary to supplement other measures. Ask your employer to verify these air-monitoring controls are suitably protective by showing exposures below the threshold limit value for manganese (respirable fraction of 0.03 mg/m³). Ventilation, especially in enclosed work spaces, may not be adequate. Powered air purifying respirators worn with a welding hood are available.
2. Obtain a copy of the MSDS for the welding rods you use. Ask your union steward or occupational health provider to ensure your supervisor is aware of manganese fumes and that measures are in place to provide protection. Your employer has an obligation under OSHA to show you a current MSDS for any product you work with.
3. Consider welding only where effective exhaust ventilation is in use. Supplement your protection with a National Institute for Occupational Safety and Health-approved respirator. Employers must provide respirators as part of a comprehensive respiratory protection program.

Workers in the trades are often exposed to occupational health risks. Tell your doctor about your job and request a personal health risk evaluation.



Facts from the Plan Office

Contact the Plan Office in Baltimore at 800-811-6322 if you have questions.

MEBA Pension Trust: 2004 Section 415 Limits

Please note that the Internal Revenue Service (IRS) has released the annual limits under IRS Section 415 for calendar year 2004.

Age Nearest Retirement	Annual 415 Limit	Age Nearest Retirement	Annual 415 Limit
80	585,532	57	113,422
79	532,218	56	105,689
78	484,423	55	98,605
77	441,547	54	92,104
76	403,056	53	86,126
75	368,613	52	80,618
74	337,731	51	75,535
73	309,995	50	70,836
72	285,020	49	66,486
71	262,467	48	62,452
70	242,100	47	58,706
69	223,679	46	55,224
68	206,950	45	51,982
67	191,716	44	48,961
66	177,782	43	46,142
65	165,000	42	43,509
64	165,000	41	41,047
63	165,000	40	38,743
62	165,000	39	36,585
61	152,592	38	34,562
60	141,358	37	32,664
59	131,162	36	30,882
58	121,884	35	29,208

Factors for 2004 Lump Sum Distributions

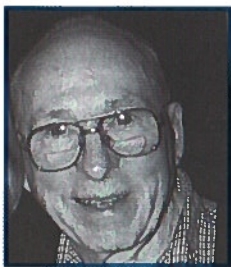
(Lump Sum Value per \$1,000 per month)

The Pension Plan's Actuary has advised the Plan Office that the GATT interest rate for December 2003 is 5.07%. Since this rate is lower than the August, September, October and November rates, the preliminary table of the 2004 Lump Sum Factors that was previously published is no longer valid. The table below represents the final Lump Sum Factors based on the GATT interest rate for December 2003 of 5.07%. The Pension Plan's Actuary has calculated these factors using that interest rate because it is lower than the August, September, October and November rates. If you have any questions, please call the Plan Office at (410) 547-9111 or toll-free at 1-800-811-MEBA.

Age	Factor	Age	Factor
85	64.10	67	133.54
84	67.67	66	137.13
83	71.30	65	140.70
82	74.99	64	144.23
81	78.76	63	147.73
80	82.62	62	151.19
79	86.56	61	154.60
78	90.56	60	157.95
77	94.60	59	161.23
76	98.69	58	164.44
75	102.75	57	167.57
74	106.79	56	170.62
73	110.79	55	173.59
72	114.74	54	176.46
71	118.64	53	179.24
70	122.48	52	181.92
69	126.23	51	184.50
68	129.92	50	187.00

The Final Voyage

JAMES B. COX



James Cox made his final voyage on June 15, 2003 at the age of 84. He enjoyed a vibrant 40-year seafaring career and worked for a

variety of shipping companies while sailing out of MEBA's Union hall in Portland. He had lived in Vancouver, WA since 1953. He joins two of his daughters who preceded him in death, Joan Castricone and Sheila M. Chavez. Brother Cox is survived by his wife Maureen, daughters Patricia McBride and Evelyn Velsink, sons Thomas J. and Robert J., sister Sheila Brungardt and two grandsons.

THOMAS J. DUNLAP

Thomas Dunlap crossed the final bar on August 21, 2002 at the age of 89. He spent over a quarter-century sailing under the MEBA banner and closed out a successful seagoing career in 1973. Brother Dunlap was a resident of Fremont, CA and reunites with his wife Marie who died in 1993. He is survived by his granddaughter Diana Santa.

WESLEY H. FAUST

Wesley Faust sailed toward distant lands on June 14, 2002 at the age of 82. He first wielded a set of calipers as an MEBA Brother in 1967 and continued as a member until officially retiring from the sea in 1985. He last sailed for Energy Transportation under MEBA contract in 1979. Brother Faust was a resident of Texas City, TX and is survived by his wife Muriel.

HARVEY W. JOHNSON

Harvey Johnson shipped off toward his final destination on January 19, 2002 at the age of 76. A longtime member, he

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

plied the waves for many years until his retirement became official in 1972. Brother Johnson last sailed under MEBA contract for Alcoa Steamship in 1969. He was a resident of Chickasaw, AL and is survived by his wife Geneva and his sons Chuck, Harvey Jr., Gary and Steve.

THOMAS C. JONES III

Thomas Jones crossed the great divide on June 23, 2002 at the age of 51. An active member, Brother Jones, who was a steadfast union supporter and great friend to many, was stricken in a deep-sea diving accident. He had been serving as the 2nd Assistant Engineer aboard the TIPPECANOE, a MEBA-manned Military Sealift Command oiler. He had been a member since 1994 and was a resident of San Diego, CA. He is survived by two daughters, Morgan and Gabrielle.

EDWARD T. KENNY

Edward Kenny set course for calmer waters on May 28, 2002 at the age of 71. Brother Kenny had joined the Union in 1976 and strung together over 14 years of pension credit in a sailing career that continued until early 1992. A resident of Brick, NJ, he is survived by his wife Jeanne, and daughters Maura and Elizabeth.

JOE KITE

Joe Kite made his final crossing on July 14, 2002 at the age of 88. Enjoying the life of a pensioner for over a quarter century, Joe made his mark in a lengthy seagoing career that wrapped up in 1975 following a final stint with U.S. Lines. Brother Kite was a resident of Big Pine Key, FL and is survived by his wife Ernestine.

IRVING "BUD" LAMY



Bud Lamy steamed into the sunset on March 2, 2003 at the age of 78. Bud served the Union well as a longtime member and Union

official. Among many other things, he helped oversee the implementation of the District system for the MEBA over 40 years ago. He worked his way up from Representative to New York Patrolman to Atlantic Coast Vice President. In that capacity he oversaw the East Coast for the Union through most of the Jesse Calhoun years - from the early 1960's until his retirement in 1979. Brother Lamy leaves behind his wife Heidi, son Tex and two stepsons, Robert and Ralph. Baltimore Dispatcher Carlo Vacca who was a life-long friend, remembered that Bud "was a real straight arrow...I couldn't pick out just one good thing to say about him - he was a great guy."

WENDELL H. LEA

Wendell Lea eased into the firmament on May 3, 2002 at the age of 77. His career with the Union began on the first day of 1957 and he made the most of it. Achieving almost 30 years of pension credit during almost 40 years with the MEBA, Brother Lea kept up a rigorous schedule when not relaxing back

home in Sparks, NV. He last went to sea with Matson Navigation.

CHARLES E. MATTHEWS

Charles Matthews steamed into the wild blue yonder at the age of 76 on August 3, 2002. Late in 1957, he went to sea under MEBA contract for the first time. After amassing almost 24 years of pension credit, he finally put away his sea bag for the last time in 1982. He last went to sea in 1981 with Charles Kurz & Co. Brother Matthews was a resident of Fairhope, AL and joins his wife Lenora in death.

GEORGE J. MERCIA

George Mercia embarked on his final passage on June 29, 2002 at the age of 89. George joined the Union in 1967 and sailed infrequently before retiring from the sea 12 years later. He was a resident of Sykesville, MD and is survived by his wife Florence.

FRANK J. MEYER, JR.



Frank Meyer sailed into safe haven on February 26, 2002 at the age of 35. A popular member, Frank had a passion for living

and was always involved in mechanical projects. He had dreamed of being a marine engineer since his high school days. Frank graduated from Maine Maritime Academy's Engineering program in 1988. For a period of time he worked as a Senior Marine Engineer for Seaworthy Systems in Essex, CT. Prior to his death, Frank was working as Relief Chief Engineer (Permanent 1st A/E) on the M/V CAPE HENRY docked at Pier 27, on The Embarcadero, San Francisco, CA. In the last several years he became very involved in NASCAR racing and went

to as many races as his schedule would allow. Probably one of the things he looked forward to most was coming back home and spending time with his family and friends traveling up and down the east coast to visit friends from Virginia to Maine. During the summer of 2000, Frank was diagnosed with a very rare cancer called Epithelioid Sarcoma. Frank had just been accepted into MEBA membership by his peers at the February 2002 monthly membership meetings. Compounding his tragic death, Brother Meyer was expecting his first child in May 2002. He is survived by his parents Frank and Marie, sister Valerie Ann Meyer, girlfriend Violy and daughter Marie Victoria.

WILLIAM R. MORGAN

William Morgan shipped off toward his final destination on May 18, 2002 at the age of 75. He spent a busy career with the Union working under covered employment for the duration. In July of 1988 his retirement became official following a stint with Lykes Brothers Steamship. Brother Morgan was a resident of Cartersville, GA and joins his wife Izella who predeceased him in 1997. He is survived by his daughter Elizabeth and son William Morgan II.

JEROME A. MORRIS

Jerome Morris ended his earthly career on August 12, 2002 at the age of 84. A member since the summer of 1947, he enjoyed a productive and lucrative shipping career that netted over 31 years of pension credit before he dropped anchor in 1980 and retired. He last sailed in 1979 for MEBA-contracted American President Lines before settling down to Glide, OR. Brother Morris was predeceased by his wife Harriett in 1990 and is survived by his son Mike.

JOHN S. ODEND'HAL

The keys went silent for John Odend'hal on July 29, 2002 at the age of 47. He joined the MEBA family in 1983 as part of District No. 3 - the Radio Officers Union. He last went to sea under MEBA contract for Sea-Land Service in 1996. Brother Odend'hal collected almost 11 years of pension credit during his seagoing career. A resident of Slidell, LA, he is survived by his wife Cindy and son Elisha.

BRIAN D. RICHARDS

Brian Richards pushed off toward his final frontier on May 23, 2002 at the age of 34. He received his MEBA membership late in 1990 and earned almost ten years of pension credit in a successful seagoing career that ended too soon. Brian last sailed with MEBA-contracted Marine Transport Lines in 2000 and was a resident of Lancaster, S.C. He leaves behind his wife Michelle and their daughter Emily.

CHARLES H. SCHIEL

Charles Schiel reached his final shore on June 1, 2002 at the age of 75. After wrapping up 20 years of pension credit in a career with the Union that began in 1953, Brother Schiel began a deserved retirement that began in 1980. He last went to sea under MEBA contract in 1979 with Ocean Tankship. A resident of Inverness, FL, he is survived by his wife Laura.

JOHN S. TARYAN

John Taryan made sail toward his final rest on July 14, 2002 at the age of 76. He began his seafaring career as a member of the Brotherhood of Marine Officers (BMO) in the late 1940's and continued a productive livelihood accruing over 28 years of pension credit until his retirement in 1979. Brother Taryan called Carlsbad, CA his home and is survived by his wife Maria.

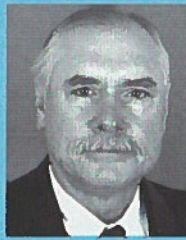
DIRECTORY

MEBA STAFF

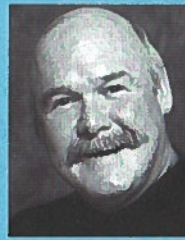
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Mark S. Gallagher, Contracts
Ann Holmes, Executive Secretary
Robert Martin, Organizing Director
Eric C. Pittman, Comptroller
David J. Tubman,
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Ron Davis
President



Cecil McIntyre
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RECENT RETIREES

Daniel F. Adamis	Alvin F. Douglas	Frederick G. Hettling Jr.	Joseph F. Mangel	Terrence Sherman
Robert M. Baker	Michael B. Downer	John M. Hill	Charles E. Marklin	Guy R. Skeer
Bruce H. Bartlett	Thomas P. Dutton	Paul Holanchock	Joseph A. Martucci Jr.	Peter L. Smith
Rodney C. Baxter	Cassen S. English	Jerry S. Howard	Louis E. McCarthy	Allen E. Spell
James A. Bebout	Richard W. Erickson	John H. Hubner	Martin B. Meehan	Ray H. Teetman
Rufus A. Benton	Derli A. Ferreira	Donald F. Hutton	Bret B. Miles	Timothy M. Tommaney
Vincenzo P. Berlen	Timothy J. Ford	George P. Jenkins	Oscar O. Munoz	Romeo J. Vadnais
David H. Blake	Henry W. Frederickson	Jerome V. Johnson	Joseph A. Nardi	David A. Volkman
Peter D. Caloger Jr.	Michael J. Garber	Louis L. Jones Sr.	Charles W. O'Hara	William A. Ward
Bernard E. Chisholm	James P. Gillen	Bruce F. Klepack	Hector L. Ruiz	Mark W. Warner
George E. Clements	Joseph G. Habenicht	Michael B. Kuchlewski	Silvio Satelli	Harry C. Wessner
Donald R. Cyr	Donald A. Hall	John W. Labure	John F. Schoof	James D. White
Duane A. Dennis	Patrick J. Harren	Dean S. Lacy	Clarence L. Scott	Alan R. Young
Jon J. Diederich	Donald A. Henderson	Gerard M. Lechner	William J. Seabolt	

MEETING SCHEDULE

PORT	MARCH	APRIL	MAY
Baltimore	Tues. 9	Tues. 6	Tues. 4
Boston	Mon. 8	Mon. 5	Mon. 3
Calhoon School	Wed. 10	Wed. 7	Wed. 5
Charleston	Tues. 9	Tues. 6	Tues. 4
Honolulu	Fri. 12	Thurs. 8	Fri. 7
Houston	Tues. 9	Tues. 6	Tues. 4
Jacksonville	Wed. 10	Wed. 7	Wed. 5
Los Angeles	Thurs. 11	Thurs. 8	Thurs. 6
New Orleans	Wed. 10	Wed. 7	Wed. 5
New York	Thurs. 11	Thurs. 8	Thurs. 6
Norfolk	Thurs. 11	Thurs. 8	Thurs. 6
Portland	Wed. 10	Wed. 7	Wed. 5
San Francisco	Tues. 9	Tues. 6	Tues. 4
Seattle	Mon. 8	Mon. 5	Mon. 3
Tampa	Thurs. 11	Thurs. 8	Thurs. 6

Finished with Engines

Continued from page 27

DENIS TISON

Denis (Denny) Tison sailed into the sunset on March 8, 2003 at the age of 54. A member for 35 years, Denny worked for a variety of shipping companies under MEBA contract including U.S. Lines, Lykes Brothers and Sea-Land among others. For the last 16 years he served as a port engineer at the Maersk Terminal in Tacoma, WA. A graduate of the Calhoon MEBA Engineering School in the second graduating group in 1968, Brother Tison was a well-respected member and engineer. He is survived by his wife Dianne and their child Colby, as well as stepchildren Brent and Garrett Riley.

EDWARD A. ZIEMBA

The keys went silent for Edward Ziemba on August 20, 2002 at the age of 80. A member of the Radio Officers' Union (ROU), Brother Ziemba sailed in ship radio shacks for almost 40 years - through World War II and into the early 1980's when he worked under contract with Sea-Land Service. He retired in 1983 and settled down in Passaic, NJ. He is survived by his sister Irene Wynne. ✕

FACES AROUND THE FLEET



1 Captain Dick Johnson, Chief Mate Tim Park, Owner's Rep. Reggie Lavelle and Chief Engineer Greg Baars in front of their ship, the LYKES MOTIVATOR. MEBA deck officers and engineers serve aboard the vessel.



2 On the Interlake vessel PAUL R. TREGURTHA (l to r) is 3rd A/E Matt Stepinski, 2nd A/E Thomas Treen, Baltimore Branch Agent Bill Van Loo and 3rd A/E Joe Perry.



3 MEBA members joined the picket across the country during the UFCW's recent contract struggles. In Baltimore (l-r) is MEBA member Susan Kealey, member Tom Keegan, Baltimore Branch Agent Bill Van Loo, an IUOE member, MEBA's Research Director Bruce Vail and AFL-CIO Rep. John Kassakatis.



4 At the holiday party at the Baltimore Union hall is Mark Anderson, Lou Holter and Chris Steele.



5 At the Calhoon School's Manor House where a holiday party was staged after the membership meeting is (l-r) George Schaefer, George Clements, Doc Jones and Ernie Clements.



6 Aboard the Interlake Steamship vessel CHARLES M. BEEGHLY is (l-r) 3rd A/E John Fountas, 2nd A/E Bryan Brenner and New York Patrolman Bill McHugh.



7 Debi Eberle, wife of member Pete Eberle (Chief Engineer of the M/V KENNICOTT - Alaska Marine Highway System) made this beautiful quilt for the Seattle Hall. Seattle Branch Agent John McCurdy is at center as Debi and Pete hold up the quilt. Each square has a different seafaring (MEBA) logo.

8 Union officials visited the MEBA members aboard the Interlake Steamship vessel LEE A. TREGURTHA recently. Standing (l-r) is Capt Jack Callahan, 3rd Mate Steve Meyer, New York Patrolman Bill McHugh, Baltimore Branch Agent Bill Van Loo and Chief Steward Gary Tucker. Sitting is C/E Skip Woods and 2nd Mate Russell Couture.

9 At the San Francisco holiday party is: (top row l-r) Lauren, Kelly, and Linda Reda, Jose Carias, Judy Morse, Marlon Carlson, Kevin Nichols, Bud Jacque Sr., Jon Anderson, Ron Carlson, Angelina Ramos, Kleytman, Jeff Symestry. (Middle row): John Reda, Jeffrey Cimmarusti, Norma Gillogly, Bud Jacque, Maria Kleytman, Anthony Ramos. (Bottom row): Duncan Ballenger & Tom Echo.

10 When Ted Farnsworth isn't sailing aboard the LIBERTY STAR as Chief Engineer, he spends much of his time jumping out of airplanes. A skydiver since 1980, he is an accelerated freefall instructor, rigger, videographer and coach at "Skydive Oregon" near Portland. Ted has logged over 3,400 jumps and even met his wife while skydiving.



MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)

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RON DAVIS
PRESIDENT



CECIL A. MCINTYRE
SECRETARY-TREASURER

March 15, 2004

Dear Brothers and Sisters:

With Operation Iraqi Freedom 2 underway, I want to take this opportunity to express my appreciation for your professional, dedicated and continued support for our U.S. troops overseas and your transportation of reconstruction and humanitarian aid to Iraq.

Without the support of the U.S. Merchant Marine commercial fleet, the contract merchant mariner fleet under the direction of the Maritime Administration and Military Sealift Command, the Civilian Mariners with MSC, Army Corps of Engineers and the National Oceanic and Atmospheric Administration, our U.S. troops would not be able to carry on from day to day.

As an MEBA member, I am privileged to serve as your President and I am proud of the historical 129-year tradition of professionalism that is exhibited every day by you under the American flag.

In Solidarity,

Ron Davis
MEBA President

