Marine Engineers' Beneficial Association

Marine Officer

Volume 13 Number 6 December 2003

Victory at Sea!

New Maritime Security Program Reloads Commercial Sealift Power



Maritime Unions Honored For Iraqi Freedom Role

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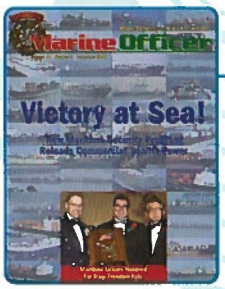
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ON THE COVER

The 40 MSP ships crewed by MEBA members are represented on the cover. In the center photo, MEBA Pres. Ron Davis accepts a plaque on behalf of our members honoring MEBA for our role in Operation Iraqi Freedom. MSP helps supply a pool of U.S. mariners that was relied upon in the sealift that supported the recent war in Iraq. USTRANSCOM chief Gen. John Handy is on the left. Maritime Administrator Capt. William Schubert is on the right.

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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 shoreside industries.

Visit the MEBA website at
www.meba.us

Marco Cannistraro
Editor-in-Chief
Phone: (202) 624-1668
E-mail: editor@d1meba.org



Working to Secure MEBA's Future

It has been an exciting finish to a productive year for both the MEBA and America's Merchant Marine. After intensive lobbying efforts for a new and improved MSP, MEBA was honored to attend a bill signing ceremony with President Bush to mark the passage into law of a new Maritime Security Program.

The value of a secure and committed MSP was highlighted by the recent sealift success of Operation Iraqi Freedom manned by many mariners who rely on MSP for peacetime employment aboard U.S. flag vessels. MEBA was part of a broad coalition of maritime labor and ship owners and operators who sensed the timing was right and worked tirelessly in getting approval of new legislation to expand and extend the Maritime Security Program ensuring a ready supply of U.S. vessels and American crews for national emergencies or war.

The new 10-year extension lengthens the program to 2015. Although the current MSP is set to expire in 2005, lawmakers were eager to see MSP renewed this year to provide stability and continuity to this valuable national defense asset. In addition to extending the program, the legislation calls for an increase from the current 47 participating vessels to 60 commercial and militarily useful U.S.-flagships. Importantly, the new MSP calls for an escalation in payment amounts starting at $2.6 million per vessel in fiscal year 2005 and rising to $3.1 million per vessel for fiscal years 2012 -2015. Under the current MSP, payments have been fixed at $2.1 million per vessel.

I want to thank our supporters on Capitol Hill and the Administration for their hard work and foresight in extending an indispensable and powerful maritime and national security program. I especially appreciate the opportunity to have testified before Congress last year on the value of an early renewal of this pillar of maritime policy and the importance of securing consistent and stable peacetime employment for America's mariners. Members of the MEBA serve proudly on 40 of the 47 vessels currently in the program, and I testified that any renewal must safeguard those positions. This program does that.

MSP is just one facet of strengthening MEBA and the Merchant Marine. One of the other initiatives the Union is pursuing is the development of a Short Sea Shipping system, a project spearheaded by Maritime Administrator Capt. Bill Schubert. This unique solution would significantly expand waterborne alternatives by launching a coastal cargo carriage system. Not only would it help alleviate the nightmare of highway congestion that is expected to double over the next two decades, it would pry open a number of coastwise shipping opportunities for U.S. mariners. Along with recent MEBA organizing successes, the further promotion of our Union with potential employers is paramount to achieving true maritime security.

Finally, I would like to note the recent retirement of George Clements, who has anchored the staff at Headquarters over the last decade. George first joined the MEBA in 1964 and his 39-year run as an engineer, instructor, Union official and attorney has proven invaluable for the success of the MEBA. He also helped the Union maintain continuity and stability throughout his years at Headquarters. Good luck to George, we will certainly miss him.

Seasons Greetings to All!

Ron Davis

Ron Davis

Longtime member and official George Clements was honored in a small reception at the School, the same day as the groundbreaking for the new Merchant Marine Memorial. Left to right is Atlantic Coast V.P. Don Keefe, George Clements, President Ron Davis, Instructor Richard Thek (behind Ron), Instructor H. Truitt ("Tru") Sunderland, and Executive V.P. Bud Jacque.



SHIP'S TELEGRAPH

NY/NJ Union Hall Moves into New Office

MEBA's Union hall in the New York/New Jersey area has completed its move to a new location in Jersey City with 10,700 square feet and on-street non-metered parking. Located five minutes from the Holland Tunnel it can be reached off the New Jersey Turnpike on Exit 14-B. The street address is 37 Edward Hart Drive, Jersey City, NJ 07305. The phone and fax numbers as well as e-mail addresses from the old hall remain in effect.

District Investigating Committee (DIC) Report

The District Investigating Committee is in the process of completing a comprehensive review of all applications for membership made on or before Wednesday, December 31, 2003. Any applicant for membership who has made application on or before December 31, 2003 and is not on the October 2, 2003 DIC Report is urged to contact Doris Fitzgerald at MEBA Headquarters (202) 638-5355, ext. 1651 to inquire about any missing or incomplete items in their application so it can be corrected. Please expedite the delivery of any necessary information since the DIC will likely meet within the first few months of 2004. On a separate note, the year 2003 retirements will be listed on the next DIC report.

Ashes of A&B, Matson Pioneer Scattered at Sea

The ashes of Alexander & Baldwin and Matson President Emeritus Robert J. "Bobby" Pfeiffer were recently scattered at sea from a ship bearing his name. Pfeiffer, who died on September 26 at the age of 83, oversaw A&B and Matson during remarkable periods of growth. After a memorial service in Honolulu, family members boarded the Matson vessel M/V RJ PFEIFFER, crewed by MEBA members, from which his ashes were committed to the sea.



Legendary maritime figure Robert J. "Bobby" Pfeiffer died in September.

New Waterman Port Engineer Agreement

Building on the strong foundation of the prior agreement negotiated by Ron Davis, Gulf Coast Vice President Marc Huber finalized a long-term Port Engineer contract with Waterman Steamship. This new agreement provides long-term stability — the contract runs through June 2010 consistent with the anticipated operation of the three Waterman T-AXK vessels.

The agreement is front-loaded with wages and benefits. There will be an immediate increase in base wages beginning in the upcoming year of 11.5 percent. Benefit contributions will be increased from the effective date to our current rates due to the increasing medical costs of the Plan. Subsequent years are covered by wage and benefit increases of 3.5 and 3 percent in the following two years and then the greater of a fixed amount or the EPA in the future, which allows for the uncertainty of an unknown U.S. economic future.

Duties for the Port Engineer are primarily the MSC operated Maritime Pre-Positioning Force Enhanced fleet for T-AKX vessels, MAJ. STEPHEN W. PLESS, SGT. MATEJ KOCAK, PFC. and EUGENE A. OBREGON.

V.P. Marc Huber led the negotiations that were conducted with the full support and assistance of the negotiating committee with rank and file member John Cramer, Houston Branch Agent Lou Marciello and Contracts Representative Mark Gallagher. The Agreement, which had the overwhelming support of the bargaining unit, went into place after ratification on September 30 retroactive to July 1.

MEBA Signs onto Effort to Upend Anti-Jones Act Bill

MEBA has joined a coalition of maritime labor unions vehemently opposed to efforts by a Hawaii Congressman to rescind pro-maritime protections. President Davis put his name to a letter, joined by the leaders of ILWU, ILA, SIU, MM&P and AMO, urging Congressional leaders to reject new legislation that

would compromise the Jones Act and allow foreign-flag vessels entry into the domestic Hawaii trade.

Congressman Ed Case (D-HI) authored three bills that would aid cattle ranchers in his District in exchange for, as the unions contend, this country's national security. "The implications for our national security are great if America loses American-owned domestic shipping companies," the letter reads. "If this occurs, the U.S. will be forced to rely instead on the good will of foreign companies to make their foreign-flag vessels available to provide the sealift sustainment capability needed by the Department of Defense to supply American forces overseas."



MEBA's Gulf Coast V.P. Marc Huber (l) with Maritime Administrator Capt. Bill Schubert at a recent function. V.P. Huber has been busy closing contracts with Waterman Steamship and working on a process to better compensate members serving aboard MarAd R.O.S. vessels.

Waterman LASH Agreement

MEBA and Waterman Steamship have reached an understanding for the LASH vessel ATLANTIC FOREST. Due to the specialized nature of the PLC-controlled, SCR drive Konecranes, the company felt that the Dayworking Second Assistant Engineer position, is in need of continuity. The company doesn't believe that this is provided for by the current practice of calling a relief for the permanent out of the hall. Instead, they are seeking two permanent engineers. The new understanding allows this, but in return, the vacation rate was increased to day-for-day for the Second Assistant Engineer position on the vessel. Waterman is seeking engineers for permanent positions on this and a possible second reflagging of a LASH motor vessel. Resumes can be sent to Bob Chiesa via fax at 504-593-2573 or via e-mail at chiesarp@intship.com. Contact the New Orleans hall for more information.



M/V ATLANTIC FOREST First Engineers Scott Carpenter and Mark Collins in front of one of the auxiliary generator engines being overhauled. The professional competence and outstanding ability of the MEBA engineers on this vessel has resulted in remarkable improvement of this previously Flag of Convenience (FOC) registry ship. The hard work of these dedicated MEBA engineers is beginning to make notable differences in the improved appearance and performance of the ship.

MarAd ROS Excess Security Watch Hours

MEBA is investigating a method to possibly pay Maritime Administration (MarAd) Reduced Operating Status (ROS) security hours in excess of those security watch hours already included in base pay. Chief Engineers aboard MarAd ROS vessels have recently been notified and should be preparing updated lists of excess hours for all ROS officers. We appreciate their efforts in this request. A prior list had been developed through early 2002. At that time, the General Accounting Office ruled that no time-off compensation could be granted for duty hours without reimbursements from the operating companies. MEBA is now attempting to fairly and equitably adjust for any excess work that has not been included in base as per the GAO's ruling. If you are one of these affected MarAd ROS officers, please assist your Chief



The beautiful new Matson containership MANUKAI has begun its service in the Hawaii trade.

Engineer in preparing their list. Once the current totals have been completed and submitted, the possible methods for reimbursement will be more fully developed. We will continue to keep the membership appraised in our progress. For additional information on this effort, please contact Gulf Coast V.P. Marc Huber or Houston Branch Agent Lou Marciello.

M/V MANUKAI Sails on Inaugural Voyage

Matson Navigation Company's new 712-foot containership M/V MANUKAI arrived in Hawaii in October and reported for service in Matson's Hawaii trade between Long Beach and Honolulu. The vessel, crewed by MEBA members, has the capacity to carry 2,600 containers (twenty foot equivalent units). It is the first of two new Matson containerships being built at Kvaerner Philadelphia Shipyard, Inc. (KPSI) at a cost of $110 million each. The second vessel, M/V MAUNAWILI, is scheduled to be delivered in mid-2004.

NASSCO Starts Construction of First T-AKE Ship

National Steel and Shipbuilding Company (NASSCO) has begun construction on the first ship in the Military Sealift Command's T-AKE program, a new class of combat logistics force ships designated the "Lewis and Clark" class. This is the first of four T-AKE Combat Logistics Force vessels planned for the MSC fleet over the next several years. MEBA civilian mariners will crew these vessels. The Navy has an option to authorize eight more T-AKE vessels that would be operated by the MSC. The T-AKE is a dry cargo/ammunition underway replenishment ship, that will support Navy vessels at-sea or in port. With convertible cargo holds and cargo transfer systems capable of handling food and stores or ammunition, the T-AKE will replace two classes of aging cargo ships that are nearing the end of their service lives: T-AE ammunition ships and T-AFS combat stores ships. Randi Ciszewski is MEBA's Government Fleets Rep and can be contacted for further details at the New York Union hall.

Short Sea Shipping Cooperative Program Established

At a meeting between government and industry representatives in Washington D.C. in October, the Short Sea Shipping Cooperative Program (SCOOP) was formally launched. This is a public/private partnership to advance projects in the promotion of short sea shipping. Short sea shipping focuses on waterborne alternatives to bypass ever-increasing highway congestion via a domestic coastal shipping system. The initial focus of the Cooperative program is to raise public awareness in developing short sea shipping nationally.

Transportation Secretary Norman Mineta has already approved more than $50,000 in seed money to get the program up and running. MEBA is intimately involved in short sea shipping efforts especially in conjunction with the American Maritime Congress (AMC) which is a founding member of the Cooperative group. Maritime Administrator Capt. William Schubert has made short sea shipping a priority.



At a Maritime Trades Luncheon on the West Coast in October, a special award was presented to the SS JEREMIAH O'BRIEN, one of the two remaining Liberty ships in sailing shape (JOHN BROWN is the other). From left to right is MEBA Executive V.P. Bud Jacque, MEBA President Ron Davis, MEBA Legal Rep. Bill Doyle, Seafarers International Union (SIU) Asst. V.P. Nick Celona, Sailors Union of the Pacific (SUP) President Gunnar Lundeberg, and MEBA's San Francisco Rep. Kevin Nichols.



The Houston Hall (Branch Agent Lou Marciello, Patrolman Donn Reamer, Dispatcher Erin Bertram) recently had a new sign painted in front of the hall. The old Local 99 sign (at top) was taken in the late 50's. The new sign was painted to resemble the old one.

MEBA's Houston Branch Agent Lou Marciello attended the Second Annual Short Sea Shipping conference in Florida this November. He reported that the road toward realizing this project will require a commitment from the Government before the necessary funds can be obtained to help usher in an adequate system. Even though highway congestion is expected to double over the



Gulf Coast V.P. Marc Huber congratulating new MEBA member Mark Taylor. Mark is making his first trip as 1st A/E on the M/V LIBERTY SPIRIT. In the background are L to R: 2nd A/E Andrew MacDougall, Liberty's non-union port engineer, and C/E David Wessel. Mark completed his application in the New Orleans hall with then-Patrolman Huber.

next twenty years, public awareness of the impending situation and of this possible solution is key in order to secure the necessary funding.

Coast Guard Issues Final Maritime Security Regs

The Coast Guard and Department of Homeland Security have finalized comprehensive maritime security regulations that were mandated by the Maritime Transportation Security Act of 2002. The six final rules that put a series of vessel and port security requirements into motion became effective on November 23. The rules focus on those sectors of the maritime industry that have a higher risk of involvement in a transportation security incident, including various tank vessels, barges, large passenger ships, cargo vessels, towing vessels, offshore oil and gas platforms, and port facilities that handle certain kinds of dangerous cargo or service vessels. They require Government and industry agencies to implement preventative security and plans to deter threats while providing a framework for response in the event of an attack.

MEBA Extends Contract for Lykes Motivator

Atlantic Coast V.P. Don Keefe has sweetened the pot for members working aboard the 2700 TEU diesel containership M/V LYKES MOTIVATOR while extending its contract to run until November 2008. Marine Transport Lines operates the vessel. V.P. Keefe secured annual wages and increases for our members throughout the life of the contract as well as increased pension wages for all officers. Medical contributions were also stepped up over the term of the agreement. ✕



Looming larger than life in this photo, MEBA's Government Affairs Director David Tubman (left) spoke at a function in Iowa in support of Presidential candidate Congressman Dick Gephardt (right). Rep. Gephardt is holding an MEBA book as he is christened as a member. Laborers President Terence O'Sullivan is seen in the background.



About 70 School and Plans office employees, some of which had never stepped aboard a seagoing vessel, toured the Military Sealift Command LMSR USNS YANO recently in Baltimore. The YANO has made several trips in support of Operation Iraqi Freedom. MEBA members conducting the tour for the enthusiastic group included Chief Engineer Claude Pfeffer, Chief Mate Ken Quinn (MEBA Mate working for Patriot Contract Services on the Pass-Through) and 2nd A/E J.B. Christensen.



1 MEBA recently contributed $12,000 to the State University of New York (SUNY) Maritime College at Fort Schuyler. The donation is part of MEBA's scholarship program that aims at recruiting talented young officers into the Union and provides support for the U.S. Merchant Marine and flag fleet. Left to right is Anthony Palmiotti (Director of Continuing Education and Placement), Dr. Robert Kraushaar, MEBA Atlantic Coast V.P. Don Keefe and N.Y. member Phil Gaylan. NY MEBA Rep. Jim LaRiviere took the photo.



2 MEBA continues to support mariners at Maine Maritime in Castine. During the recent presentation of a $12,000 check to help budding seafarers is (left to right) Susie Loustaunau (Annual Fund Coordinator), Jim Langmeyer (MEBA Member-Maine Maritime Grad), Leonard Tyler (President of Maine Maritime), Bill Campbell (MEBA Boston Rep.) and Al Valley (MEBA Member-Maine Maritime Grad).



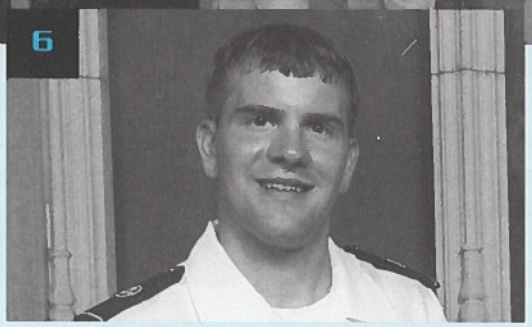
3 MEBA's San Francisco hall is located only 30 miles away from California Maritime Academy in Vallejo. Left to right is Captain John Keever (V.P. Marine Programs), Bud Jacque (MEBA Executive V.P), Capt. Shirley Knowles (Director, Career Development), Dr. William Eisenhardt (President of CMA), Kevin Nichols (S.F. Representative) and Anthony Macias (V.P. for University Advancement). Capt. Knowles is holding up an extremely generous check drawn from the MEBA Training Plan Fund and presented to CMA by V.P. Jacque.



4 MEBA continues our support to the Maritime Program at Texas A&M University for MEBA members in the making. Our Houston Dispatcher Erin Bertram is an A&M graduate (Class of '91) and usually presents MEBA's scholarship money to the School along with MEBA Houston Branch Agent Lou Marciello and Patrolman Donn Reamer. Aboard the Academy's training ship, the TEXAS CLIPPER II which is crewed by MEBA members, (l-r) is member Jim Sutton, retiree Ray Hutchins, and member Tim Harrington.



5 Aboard Mass Maritime's new training vessel, the ENTERPRISE, MEBA presents a $12,000 check to Massachusetts Maritime Academy to help foster young talented mariners. Left to right is Peter Tsarides (MMA grad, MEBA member), Paul Tierney (Chairman of MMA Foundation), Capt. Al Wilson (MMA Director of Placement), Bill Campbell (MEBA Boston Rep.), Mike Saganey (MMA grad, MEBA member), Jim Langmeyer (MEBA member) and William Sullivan (MMA grad).



6 The Union selects one promising cadet each year from the U.S. Merchant Marine Academy at Kings Point, NY to be the recipient of the annual MEBA Award. This year, Greg Shamitko was selected and has since become an MEBA applicant.

Unions, Chuck Raymond, MTMC



Maritime Administrator Capt. William Schubert (far left) and USTRANSCOM Commander Gen. John Handy (far right) with new AOTOS recipients Major General Ann Dunwoody (accepting on behalf of MTMC) and Horizon Lines President and CEO Chuck Raymond.

Chuck Raymond, the leader of MEBA-contracted company Horizon Lines, was honored with the nation's most prestigious maritime award in November, presented by the United Seamen's Service (USS). USS has been presenting the Admiral of the Ocean Sea (AOTOS) award to giants of the industry since 1970.

In addition, an AOTOS was presented to the U.S. Military Traffic Management Command for its role in the nation's ability to project and sustain combat power that played a crucial role in the regime change in Iraq. A special ceremony paid tribute to the seagoing and longshore unions that facilitated a fluid and potent sealift that enabled the success of



Longtime maritime figure Frank Tuohey is at left. Formerly a presence at the National Maritime Union, Frank helped organize the very first AOTOS dinner in 1970. Phil Clegg (center) and his wife Gloria took part in the 2003 AOTOS ceremony. Phil is the Secretary-Treasurer for the American Radio Association and was pleased to accept a special plaque on behalf of ARA honoring mariners for their roles in Operation Iraqi Freedom.



Honored at 2003 AOTOS Awards

Operation Iraqi Freedom. The presidents of the unions and the Commander of the Military Sealift Command accepted the awards on behalf of their organizations. MEBA President Ron Davis was honored to represent the MEBA membership.

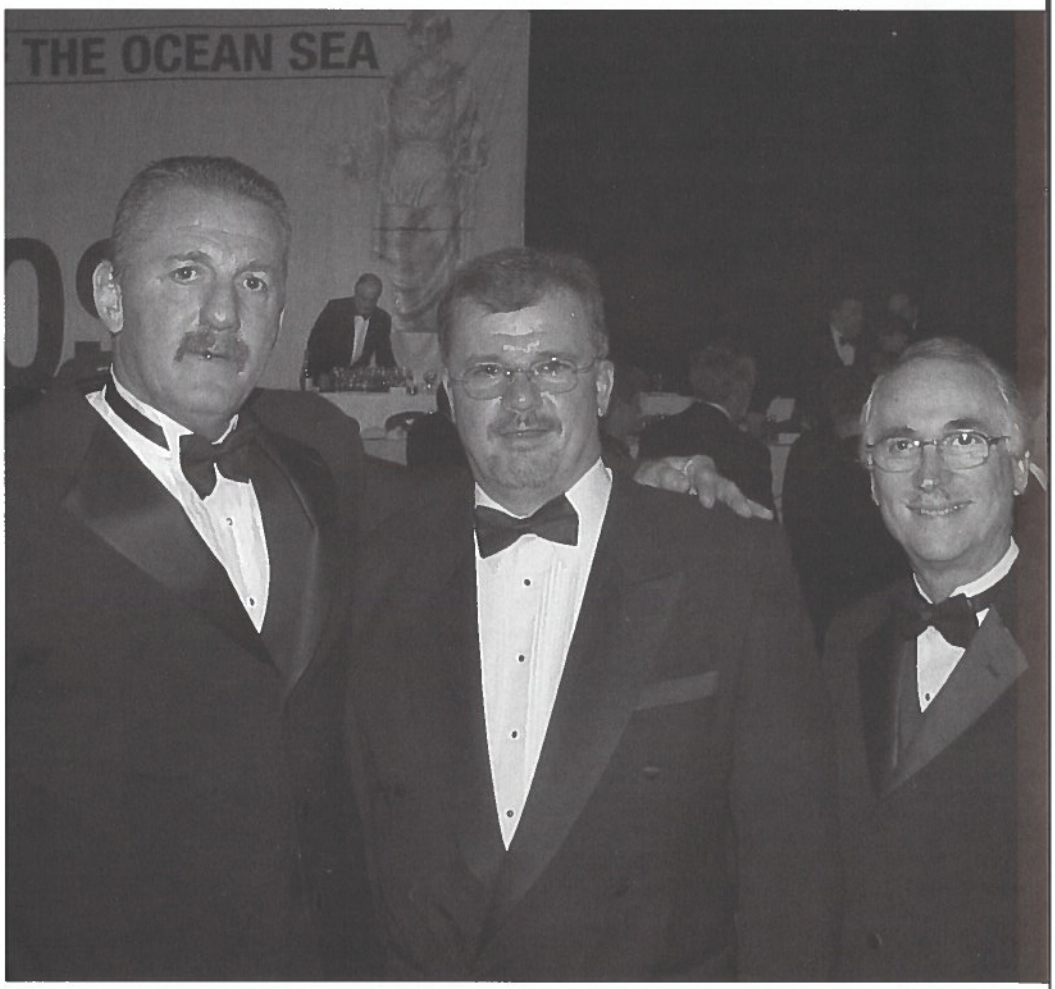
Several awards were also doled out to seafarers for acts of heroism at sea. MEBA participated in the nomination process and was pleased to see that quite a few mariners aboard MEBA-contracted vessels received recognition. Among those receiving AOTOS plaques were the Officers and crew of the USTS TEXAS CLIPPER II, the Texas Maritime Academy training ship that includes MEBA officers. The vessel came to the aid of a distressed sailboat in 10-12 foot seas with 30-knot winds.

Officers and crew aboard the M/V MOKIHANA, a Matson Navigation vessel, were also recognized for their part in rescuing the crew of a Japanese fishing vessel off Wake Island, in the Pacific Ocean.

The Officers and crew of the USNS CONCORD, a Military Sealift Command combat stores vessel crewed by MEBA civilian mariners were honored for the rescue of crewmembers on a sinking Egyptian-flagged cargo ship that suffered an engine fire off the coast of Oman. ✕

The Calhoon MEBA Engineering School AOTOS contingent included (among others) Evelyn Wilkinson, longtime instructor Thurland Wilkinson, Mike Matthews and School Director Joyce Matthews. The ceremony brings major maritime players together and draws over 800 industry figures.





MEBA Atlantic Coast V.P. Don Keefe with the top two ILWU officers: Int'l V.P. Bob McEllrath (l) and Int'l President James Spinosa. MEBA has enjoyed an excellent relationship with the longshoremen through the years. The ILWU officers reiterated their appreciation for MEBA's strong support for the longshoremen during their recent contract struggles.

Top Maritime Advisor in Iraq



John Gaughan is the Coalition Provisional Authority's top maritime advisor in Iraq. Charged with resurrecting Iraq's maritime transportation system, he deals with a full plate of challenges every day. (Below) A sunny November day in Baghdad.

Checks in From the Front

As Iraq begins its slow rise from the ashes after being loosed from decades of despotic abuse by the former regime, a member of MEBA's extended family is aiding the country's ascent. A longtime influential advocate of the maritime industry, John Gaughan's experience and know-how are being relied upon to resurrect a broken and neglected marine transportation system in Iraq - a daunting task. Burdened by an outmoded intermodal structure and the fallout from years of war, Iraq's seaports were further crippled by looters in the short-lived eruption of anarchy following the Coalition victory.

The sheer enormity of resuscitating Iraq's maritime system calls for veteran leadership to help engineer its return to viability. John Gaughan is that leader, and in July, the Department of Defense appointed him as the principal Maritime Advisor to the Iraq Ministry of Transportation. Based in Umm Qasr, Iraq's sole deepwater seaport, he is primarily responsible for effecting the resurgence of the port, the nation's maritime infrastructure, freight handling terminals and ironing out an endless slew of other maritime-related challenges.

A former Maritime Administrator during the Reagan years, John tackles the Iraq assignment during a hiatus from the American Maritime Congress which he serves in his post as Vice President of Government Affairs. AMC is a maritime research and educational organization made up of companies that have collective bargaining agreements with the MEBA. Prior to AMC, Gaughan served as President of the First American Bulk Carrier Corporation (FABCC), a company which is owned by the MEBA Pension Fund.

The *Marine Officer* was privileged to attain an exclusive interview with the #1 maritime man in Iraq:

M.O.: *Can you give us a general description of some of the things you deal with in Iraq? Is the job more encompassing than you imagined when you agreed to the assignment?*

JG: I am the Senior Maritime Advisor to the Coalition Provisional Authority (CPA). When I arrived, I found that they did not have anyone here who even dared to take that position - so literally anything that has a tangential relationship to water or maritime lands on my desk. I was counting the number of folders that I have opened as different issues have come in and it currently stands at 42 open folders - all on different subjects - and that's down from a much larger number because the computer system administrator keeps sending e-mail warnings that the size of my mailbox has exceeded the prescribed limits. So I routinely go through it and if a particular issue hasn't been acted upon in a week, I put it in my archives to remove it from my mailbox.

The primary focus of what CPA envisioned was to work with the maritime entities within the Iraq Ministry of Transportation which is made up of Iraqi nationals. Within the Ministry, the Iraqi Port Authority has responsibility for five ports in Iraq that handle dry cargo as well as two offshore loading ports for oil that the IPA does not necessarily control but provides marine services to. The biggest focus right now is on the port of Umm Qasr down in the south of Iraq - that's where the bulk of the infrastructure money that is part of the USAID rebuilding effort is focused.

M.O.: *Sounds like you've got your hands full there. What is a typical day like for you? Give us a rundown.*

JG: I will use the last couple of days as an example of the highlights of the issues. We

Railway specialists repairing track at Umm Qasr. John Gaughan detailed some of the problems in the country's rail system during the interview.



work seven days a week. I have not truly had a day off since I've been here. Friday here in Iraq is considered their weekend. So on a Friday, if you really cheat, you don't go into the office until noontime. Most of the time, the workday starts at 7:00 a.m. Ambassador (Paul) Bremer (CPA Administrator) has a 7:30 and 8 a.m. staff meeting for the senior advisors. At 8:30 you get right on the hot topic of the day and then you're off and running. Right now, here's a range of issues I've been working on in the last couple of days: First of all, the whole infrastructure/reconstruction at the port of Umm Qasr — that includes the reconstitution of electrical power at the port. They are not on the national grid of electricity because of looting and sabotage, not as a result of allied war damage etc., but the aftermath of the victory. So there's a huge effort to reestablish reliable electrical power to the port - both to the container trains, security lighting and the running of all systems. There are currently no water systems at the port, no fire protection or electrical power back-up. On any given day there's something to do on those contracts. On a typical day you've got port authority issues, you've got issues of oil smuggling out of Iraq and the interdiction of those ships by the military. Because of the electrical problems of the country, the refining capacity they have cannot operate at a level sufficient enough to provide for the country's own oil needs. So we're also dealing with emergency transfer of oil products into Iraq - and there is not a single location in Iraq designed to import oil product. So we're working on emergency oil transfer operations to try to set up, in some safe way, the ability to import diesel fuel, gasoline, kerosene and LPG (Liquefied Petroleum Gas). Those four products are important because it does get cold in the winter here and the people use kerosene to heat their homes, they use LPG typically to fire their stoves, they need diesel to use all the generators that we're trying to put in, and gasoline for their vehicles. This country sits on the second or third largest oil reserve in the world and they're unable to, at the present time, to even meet their own needs.



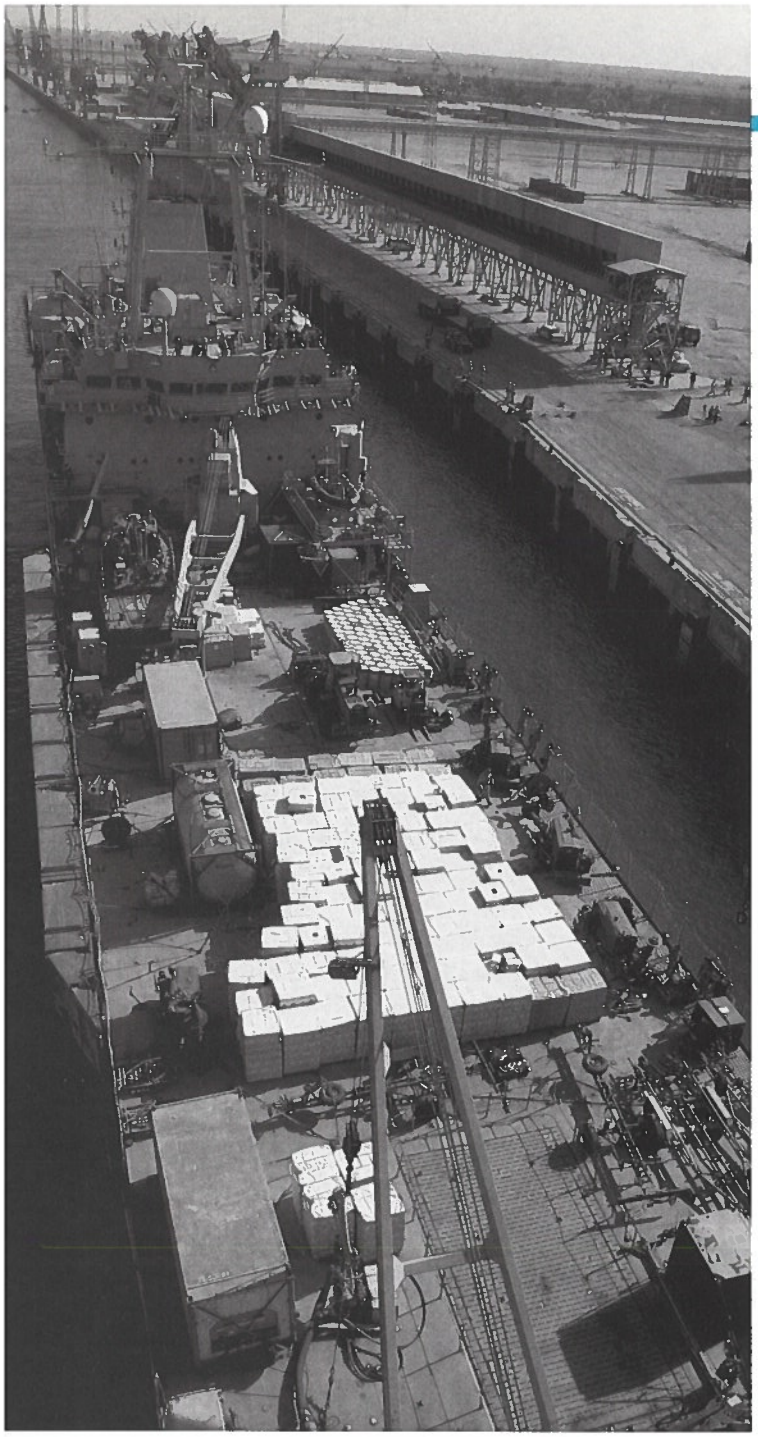
It's a new day at Umm Qasr as the Port is becoming more serviceable. (Below) A sign in both English and Arabic at the Port.



M.O.: *I take it that it hasn't been all smooth sailing. Can you talk about some of the frustrations or impediments that have helped hamper your efforts to get things back on line?*

JG: I'll give you a classic frustration - Iraq - particularly in the south - has suffered from warfare from 1980 on. The south of Iraq borders Kuwait on one side. I'm literally within walking distance of the Kuwaiti border and it isn't far to the Iranian border - so with the Iran-Iraq war there was constant warfare down there which resulted in the sinking of vessels, unexploded ordinance all over the place and so forth. So, all over Iraq it's like a junkyard landscape particularly in the south because there are the remnants of warfare going back to the 1980's followed by Desert Storm and Iraqi Freedom. The port itself - while undamaged in the recent conflicts - I mean we have scrap metal everywhere...who knows where it came from? - some of it is old equipment and so forth. But we have been trying to get the Iraq Port Authority to agree to some kind of scrap removal project where we would put a Request For Proposal out to see who could come in to remove these warehouses full of twisted metal and to help us get closer to a working port again.

The Port Authority leadership, in concept, supports that - but before we could do it they want us to form a committee to review the scrap to make sure that we have an accounting of the metal and make sure we don't dispose of anything that would have some use. We thought we had an arrangement that they could come look at equipment that was obsolete - or didn't have wheels on it or whatever - and take the necessary survey and then move forward. We also needed to remove some of the pierside cranes - many of which were old Russian cranes that you couldn't get parts for - none of which work. We went out and got bids and actually got some very attractive bids to move the metal. When we went to the Port Authority for approval to move forward they said they'd been directed by the Ministry of Transport not to sell scrap.



A British ship unloading at the Port of Umm Qasr.

I came to find out that under UN mandates - even scrap metal is considered an asset of Iraq and that in order to remove it - it must be a fully transparent transaction and any proceeds that come from the sale are to be deposited in the Ministry of Finance into the general treasury. It may well be that the Minister of Transport didn't want any scrap sold until an internal Iraqi arrangement could be worked out. So that the monies that come from the scrap wouldn't go to the Treasury but would go to an account for the Port Authority. Because, in theory, the Port Authority is supposed to be a revenue-funded agency. In other words, they would not get money from the General Treasury and instead, would in fact be expected to operate all of the ports from the revenues raised from port activities. That would primarily be revenues raised from their port services tariff. But there's no incentive right now for them to allow us to go forward with the scrap if the IPA is not assured that the proceeds wouldn't go into an account for use on port activities.

M.O.: *Have you been able to see a difference made on issues that you've dealt with directly? Can you give us an example?*

JG: There's no question that the port of Umm Qasr from the day I got here to today is a changed place. Working with both the Iraqis and CPA - we're loading container trains out of the port every day. Now, it's not quite the double stack system that you would see coming out of Long Beach or Seattle because the Iraqi railroad is a single-track railroad throughout the country. The longest unit train we can put together is 40 boxes at a time because that's the controlling length of railroad sidings - so that if we have a train leaving the port going north and they have a train going south - you must put the unit train on the siding so that another train can pass. But it's a single-track system throughout Iraq, so that when you talk about increasing capacity or throughput of the port you find practical constraints such as that. We'd like to do more but (laughs) we can't put more than 40 boxes on a train because it would block the rest of the system unless you run the train all the way through. And you add to that the fact that after the war, all the communications and signaling services for the railroad were ripped out. So right now - you gotta love these guys - a train pulls into a station where they somehow send a message to the next train station saying, 'we're ready to pull out - is there anything coming down the track the other way?'

So there's a whole effort by the Iraqi railroad and the people here, as well as my rail counterpart at CPA, to get a communication system in place to allow more control on the rail system. Many of you are familiar with the CSX train operating center in Jacksonville - if there's anything equivalent to that in Iraq - it is somebody writing on a blackboard - "danger - train leaving Umm Qasr headed for Baghdad." Then they manually juggle that all around. I don't mean to go on about that. It is a very particular case but it is endemic to what everyone has found here in terms of the lack of infrastructure here.

What has become readily clear here from the time of the Iran-Iraq war to the present - the wealth of this country was used by the prior regime to buy arms and to equip an army at the expense of not only the fiscal and physical infrastructure of the country but the quality of life of its people. So every time you take on a new issue, dragging behind that is - not the possibility - but the fact that the rest of the infra-



Children in Kirkuk cheer as furniture, provided for by the U.S. Agency for International Development, arrives at their school. MEBA contracted companies have helped transport many AID cargoes to Iraq.

structure is in the same shape. This country at one time exported wheat, barley and dates and fed their own people. It was truly one of the jewels of the Middle East. I live and work at the Presidential palace in Baghdad where every fixture in it is gold, gold-plated or made to look like gold. It's as opulent as you will ever come across. You see where the money and the lifeblood of the people went. You go outside and it's almost a desolate scene from "Mad Max" with kids running around with no shoes on. It is heartbreaking to see that because you know what a great country it was and you understand what the prior regime did to it.

M.O.: *We hear about looting and sabotage. Is that on the decline?*

JG: It is not widespread. But, everyone is experiencing the same things, and it has a humbling effect. If they sabotage a pipeline that is bringing oil that is supposed to go to fire a generator - while they are fixing the pipeline it means there may not be power generation. There are routine cases of what they call IED, improvised explosive devices, that can sit on railroad tracks and might only blow one small section of track. But since it is a single-track system, you can in fact, disrupt the whole rail system while they fix it. I don't know if it is organized and I don't know if it is on the increase or decline but it happens with fair regularity. We had very few instances of sabotage at the port, but we have recurring instances of breaches of the perimeter wall and minor looting of a warehouse that might have bagged rice waiting for trucks to pick it up. There is a ship delivering garbanzo beans in Umm Qasr as we speak. And if they are not able to get all of the cargo immediately on the trucks, it will go in a warehouse. And you know, tomorrow morning there will be a couple of bags missing. There is no question those types of activities continue, far more disruptive than they would be elsewhere because of the fragility and the thinness of the infrastructure.

M.O.: *Do you sense any danger just walking around town?*

JG: I have sensed danger only a couple of times - surprisingly, only once at the port. It was late at night and I was by myself and came upon a couple of trucks that probably were legitimately there, but it's hard to tell. I had a gun, they had a gun. Everyone just kind of faced off before we all went about our business. *[Editors Note: In November, the palace where John Gaughan is staying came under mortar attack. Although the explosions shook the palace and forced the residents to spend several hours huddling in the basement there were no injuries. However, 50 CPA vehicles were damaged or destroyed.]*

M.O.: *The provisional authority is there to keep things running until things can be handed over to the Iraqis themselves. So what is the goal of the maritime program there considering the fact that the whole thing is to be turned over to the Iraqis in a year or so?*

JG: Right. Well, the Coalitional Authority is in fact the ruling government of Iraq. And while there is a governing council and ministries and all, until there is a free election, CPA is the final arbiter here. The goal that I had tried to set is that within a year the port of Umm Qasr will in fact be able to accept cargo of all kinds, process it in a reasonable efficient way, and begin to compete - and reenter the region's maritime community as a legitimate alternative or legitimate port at which to call with reasonable tariff rates to help rebuild this country. Right now, we need to beef up the security at the port so that shippers feel confident that their goods will arrive and pass through the port safely. We need to reconfigure the port so to increase its efficiency whether it be container ships or breakbulk ships. And we need to rebuild - literally rebuild the infrastructure of the port in everything from getting the cranes to operate efficiently to reliable cargo handling equipment and all. We have to get the workforce back to work. Right now, everyone who was on the government payroll, with the exception of those that worked for the office of the President, are getting paid whether they come to work or not. It's not a big incentive to come to work if you can still get paid. CPA has put in a new policy where people must at least sign-in in the morning, and if they don't show up a certain number of times - they

can be fired. The frustrating part of that is, as an example, the port authority headquarters in Basra was completely looted. So there is no furniture, no phones and no computers. And until we get the security settled to where you would have some assurance that if you put furniture in, or more particularly computers and all, that they would be there the next day or next week. It certainly makes it very difficult for the port authority to operate and it makes it difficult to get many things done.

M.O.: *Is there an Iraqi coast guard or maritime academy in the country?*

JG: There is an Iraqi naval academy in Basra. A part of it was dedicated to merchant mariners and training. However, it was looted and destroyed. They are desperately looking for monies to get operations going. While it is a noble idea, right now, with some of the other pressing needs, it's not on anybody's radar screen. But there was a part of the naval training facility/merchant marine training facility for some small number of people.

There are efforts to form up an Iraqi maritime defense service and it's currently being done on two tracks - the riverine aspect of that would be under the Ministry of Interior run by the customs service - which at the present time does not have a commissioner or customs officers - but they're working hard to stand that up. And then there would be - if you will - a coastal service with larger patrol boats - 89-foot patrol boats. There's actually five patrol boats in the region that were built by the Chinese for the Iraqis. If they can be outfitted they'll serve as the basis for the coastal defense service. That's a work in progress. I continue to urge that they combine the riverine and the coastal defense together in one unified command - and that's one of those policy issues that people deal with here.

M.O.: *Can you tell us about some unexpected things - good and bad - that you found in Iraq?*

JG: I didn't expect to find the country so bereft of services. The photos I saw beforehand looked like they did in fact have a robust country and in fact they don't. I wasn't really prepared for the level of poverty and the lack of quality of life that certainly exists in the south caused by the wars but also by their own regime - it's such a study in contrast. When I first got here I lived in the palace poolhouse - a room in which 16 of us stayed. It was just opulent. But you step outside the gates of the palace and it's dire poverty. 60% of the people in Iraq, I believe, are under the age of 20 or 25. When you ride the road from Basra to Umm Qasr - Umm Qasr is 99 kilometers south of Basra - very nice highway - at least from the air it looks like an interstate - it's not quite as good as that when you're on it - but literally in the middle of nowhere there will be kids standing on the side of the road waving - particularly if they see if it's a Chevrolet Suburban or whatever - they know it's a coalition vehicle. When you look around, you don't even know where they would have come from - or where their house could be. It's not unusual to be going down the road and a camel herder races camels across the road or someone is going along on a donkey cart.

So it's a country that has spent over $50 billion on armaments. You can easily see the money has all gone to the war machine and to the upper echelons of the regime with no heed to the population - I was not prepared for this total disregard of the Iraqi people.

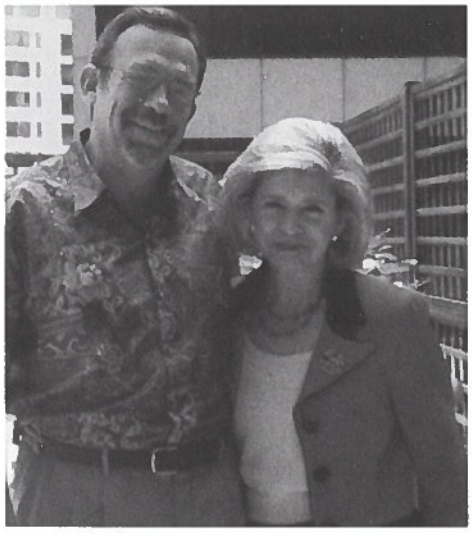
One of my biggest surprises was the cordiality - the dignity of the people and their desire to make it a different world. But the 30-year strangulation hold that the former regime has on them still makes it very difficult for them to act on what they know are the right things to do - because they were living in abject fear.

I went to a dinner out in the country, and one of the older ladies pulled me into a circle to do one of their folk dances. She said that it was the only dance that they were allowed to do under the old regime - and none of the men would dance. So it was a great delight for her to be able to dance with a man. The absolute contrast - if you fly from here to Jordan - Jordan is like a mecca of trade and night life and so forth - and yet 55 minutes away in an airplane was this regime that literally castrated the men and raped the women.

But...life over here is ok. I haven't seen a cloud or a drop of rain. I do find myself eating dessert first because you never know how long you're going to be around...(laughter). ✕

[Editor's note: As this issue was going to press, the Marine Officer *received the great news that John Gaughan had concluded his overseas service and was scheduled to return home by Christmas.]*

John with Gloria Tosi, President of the American Maritime Congress. John will resume his duties as V.P. at AMC following his return from Iraq.



MSP: Linchpin for Commercial Wartim

Indicative of its widespread support that swerves across partisan dividers, a successor program to the Maritime Security Program (MSP) has been driven into place two years before the current program grinds to a halt.

Called "the linchpin in our wartime U.S. commercial sealift capability" by the head of the U.S. Transportation Command, Gen. John Handy, the new MSP will officially snap into place on October 1, 2005 upon the expiration of the current program. The successor, which has been redubbed the "Maritime Security Fleet," stretches the program out for another decade while strengthening the amount of participants and escalating per ship payments.

MSP underwrites a partnership between the federal government and ship operators in which U.S.-flag, U.S. citizen-crewed ships, equipment, terminals and management services are made available to the Department of Defense during national emergencies. In exchange, annual per vessel payments that help offset the higher cost of operating under the U.S.-flag are slotted for the militarily-useful vessels participating in the program. It was originally launched in 1996. Currently, 47 vessels are enrolled in the program with MEBA officers employed aboard 40 MSP ships.



MEBA President Ron Davis testified in support of MSP reauthorization in a House hearing last year. To his left is MM&P's Mike Rodriguez.



President Bush was joined by Congressional and military leaders in November as he signed the DOD Authorization bill, including Maritime Security Fleet language, into law.

The new Maritime Security Fleet lengthens the program to September 30, 2015 while swelling the number of participating vessels to 60. Annual per ship payments will be stepped up from the $2.1 million per vessel of the current program to $2.6 million in each of the first three fiscal years of the MSF. In fiscal years 2009-2011, the payments will expand to $2.9 million per ship. In the final four fiscal years covered by the program, payments will balloon to $3.1 million per vessel. This successor program, as is the current MSP, is subject to annual appropriations. However, with the ardent sponsorship of a unified maritime industry coupled with the fervent support for the program by lawmakers, MSP has sailed through its annual appropriations with full funding since its inception.

From the beginning, the Maritime Administration has been charged with the oversight of the MSP. However, the Bush Administration had earlier floated a proposal to shift MSP jurisdiction to the Department of Defense. That proposal failed to carry over to the establishment of the MSF. However, under the new scheme, the decisionmaking process will be performed in conjunction with DOD war planners. The new program also amends eligibility and participation rules.

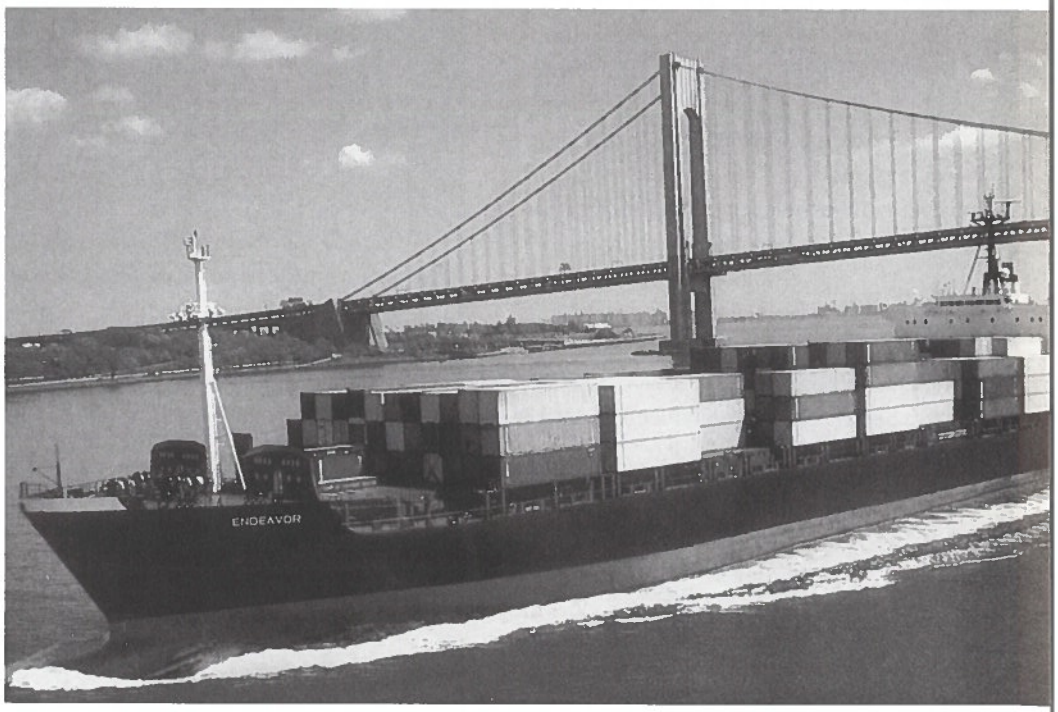
Sealift Reloaded



The SEALAND PATRIOT in Baltimore with a full load. The vessel is one of the 40 MEBA-crewed MSP ships.

In a nod to American shipyards, a new provision of the MSF will reserve the first five new chits in the program for U.S.-built double-hulled product tankers. A "grandfather" clause will reserve 47 slots in the new program for vessels participating in the current MSP. However, this will be contingent on whether the vessel continues to meet eligibility standards set for the program.

Encased in the $401.3 billion Defense Authorization bill, President Bush signed the package into law on November 24th in a Pentagon ceremony attended by representatives of the MEBA and the American Maritime Congress among others. MEBA and AMC were part of a broad coalition of maritime labor, ship operators and owners who tirelessly promoted the creation of this new program and helped enable the follow-on program so far in advance. MEBA President Ron Davis has helped



The E-Ships vessel ENDEAVOR. Vessels currently enrolled in the MSP receive high priority for enrollment in the new Maritime Security Fleet.

propel the new MSP forward throughout his administration. In fact, he was among a handful of labor leaders who testified before Members of Congress in the summer of 2002 to lobby for the renewal of MSP which has proved to be 'a pillar of maritime policy.'

President Davis pointed out that, "MSP is valuable not only in providing a fleet of militarily-useful vessels in times of crisis, but just as importantly for providing a core base of employment for American mariners who may be called upon when government vessels are activated." Maritime Administrator Capt. William Schubert who fought for the new program concurred with that thesis. "The failure to support reauthorization would mean the eventual disappearance of a viable U.S.-flag fleet, and ultimately the U.S. merchant mariner pools," he declared. Indeed, the value of MSP was reinforced by the wildly successful sealift of Operation Iraqi Freedom that was crewed by many of the mariners who rely on MSP for peacetime employment.

The military's appreciation of MSP has been rock solid as well, as illustrated by remarks made by Gen. Handy in testimony before a House Committee last year. He pointed out that, "the alternative to MSP is, ultimately, reliance on foreign flag vessels manned by foreign crews during crisis....An improved, long-term program, adequately funded, which provides stability for the government and industry is the right approach from the warfighting perspective." MSP, he said, "is a national security imperative of the highest magnitude." ✕

Key Provisions of New Maritime Security Fleet

Congress completed work on establishing a successor program to MSP by passing the National Defense Authorization Act for Fiscal Year 2004 (H.R. 1588). The House of Representatives passed the legislation 362-40 on November 7th and the Senate gave its approval 95-3 for passage on November 12th. MEBA and AMC representatives were in attendance as the President signed the bill into law on November 24. Below is a summary of key provisions of the new Maritime Security Fleet:

- Takes effect October 1, 2005 upon conclusion of the current Maritime Security Program.
- Extends the program for 10 years ending September 30, 2015, subject to annual appropriation.
- Expands the current fleet of 47 participating vessels to 60 militarily useful United States-flag commercial vessels operating internationally.
- Increases annual per vessel payments from the current $2.1 million per vessel to $2.6 million in each of the first three fiscal years of the new program, i.e. FY 2006, 2007, and 2008.
- Increases annual per vessel payment to $2.9 million in each of the next three fiscal years: FY 2009, 2010, and 2011.
- Increases annual per vessel payment of $3.1 million in each of the last four fiscal years of the new program: FY 2012, 2013, 2014, and 2015.
- Authorizes participation for up to five product tankers in international trade and includes a $250 million tanker construction program to assist in financing construction for that purpose.
- Allows the participating vessel owner to reflag if the owner substitutes the outgoing ship with a replacement vessel of military value.
- Eliminates the current citizenship-based priority system for the award of operating agreements to the 47 vessels participating in the Maritime Security Program as of December 31, 2004.
- Gives high priority to the 47 vessels currently in MSP (as of December 31, 2004) for participation in the new program.

New MSP Tops Legislative Wrap-Up for 2003



Gloria Cataneo Tosi
President, American Maritime Congress

On November 24, MEBA representatives and I watched President Bush sign a sweeping $400 billion defense bill at an historic ceremony at the Pentagon. In that bill, largely unnoticed by the press and the public, was legislation establishing an upgraded and expanded Maritime Security Program (MSP) that will provide more ships and more jobs for MEBA members.

This bill-signing ceremony capped off efforts by our industry, labor and management, by the Administration, and particularly, the U.S. Transportation Command's General John W. Handy, Maritime Administrator William G. Schubert, and by our many supporters in the Congress. House Armed Services Committee chairman Duncan Hunter (R-CA), Senate Armed Services Committee chairman John Warner (R-VA), and the Senate Commerce, Science and Transportation Committee's chairman John McCain (R-AZ) and Ranking Democrat Sen. Ernest Hollings (D-SC), all played a vital role in ensuring that this program — so important to our Merchant Marine — was completed nearly two years ahead of time. This means that our contracted companies will have adequate lead time to plan for the future to acquire new tonnage, thereby increasing employment opportunities for MEBA officers.

This year a new MSP went through without a single opposing vote. The reason this happened is because our industry, in true partnership with the Maritime Administration and DOD leadership, made it work. MSP and the men and women who make it happen, our mariners, are now completely integrated into defense planning.

Our industry can provide better sealift at a price far cheaper and far more reliable that any other option available to our Armed Forces. And we have driven this point home with outstanding performance in military and reconstruction campaigns in Iraq and Afghanistan. With MSP and a documented record of achievement by MEBA and our industry, there is no question now that the U. S. Merchant Marine is our Nation's "Fourth Arm of Defense." It is not a slogan; it is for real. And because of this performance, we now have a new MSP — and an assured foundation without which any other new measures to bring more ships and jobs to the fleet cannot begin to succeed.

Under the new program, U.S.-flag, U.S.-crewed ships in the MSP fleet will go from 47 to 60. To qualify for the program, vessels must be commercially viable and militarily useful, and generally 15 years of age or less. However, age waivers can be requested.

The program also adds a dimension to our Merchant Marine and yet another potential opportunity to bolster the number of MEBA jobs by authorizing $250 million for the construction of five militarily useful product tankers. These new ships will operate in the U.S. foreign commerce and will also be made available to the U.S. government when required for national security.

Starting in October, 2005, vessel operators enrolled in the program will receive escalated payments beginning at $2.6 million per ship for fiscal years 2006 through 2008; $2.9 million per vessel for fiscal years 2009 through 2011; and $3.1 million per ship for fiscal years 2012 through 2015. These payments will help ease inflationary pressures and will also help to encourage investments in U.S.-flag shipping operations. By contrast, MSP payments under the existing program have been set at a flat $2.1 million annually with no increase since the program began in the mid-1990s.

The first five slots of the 60-ship program will be awarded for militarily useful product tankers. The next 47 operating agreements will be awarded to vessels participating in the current program, of which 40 are crewed by MEBA personnel. The remaining eight operating agreements will be awarded to vessels owned and operated by Section 2 U.S. citizens; or owned by a documentation citizen and operated by a Section 2 U.S. citizen.

The new ten-year program will start when the current MSP expires on September 30, 2005. One day later, on October 1, 2005, the follow-on MSP will be launched when new contracts go into effect. However, before the program is up and running, MARAD, DOD, and U.S.-flag operators will be very busy during 2004, as a number of procedural steps begin to unfold. These are the key dates to watch:

- By February 21, 2004, or within 90 days of the November 24th enactment of the new law, MARAD will issue a request for proposals (RFPs) for the construction of up to five product tankers to be constructed in U.S. shipyards.
- On or about July 1, 2004, MARAD will issue interim regulations that will spell out rules governing the new program.
- In the August-September, 2004 time-frame, MARAD will announce that applications will be due in October 2004.
- On or about October 15, 2004, MARAD is expected to require the filing of applications from all vessel operators wishing to enroll in the new program.
- December 31, 2004 is the key date for owners of vessels participating in the current MSP to make application in order to be grandfathered for priority participation in the new program.
- Based on the above October 15, 2004 filing date, action on all contract applications is expected to be decided by MARAD, in conjunction and consultation with DOD by January 12, 2005 or within 90 days of accepting the applications.

These are MARAD's target dates. There is every reason to

believe that the maritime agency, under the watch of Captain Bill Schubert, will meet these target dates.

Although MARAD will be responsible for publishing new regulations and accepting applications, the agency will work very closely with DOD's U.S. Transportation Command (USTRANSCOM) throughout the decision-making process regarding the approval or denial of applications. Over the next 12 months, as the administrative and regulatory activities move forward, MEBA President Ron Davis and AMC will be working together with our member companies every step of the way to facilitate entry into the new program, and to make sure the numbers of MEBA jobs and MEBA-crewed ships are increased.

2003 also saw another important development for U.S.-flag ships and MEBA jobs. We were able to increase food aid cargoes, and we were able to stop in its tracks an ominous but disguised attempt to misuse "emergency" preference waivers in a way that could have made much of cargo preference a matter of choice — not the matter of law it is.

As you know, cargo preference is one of the three key pillars (along with MSP and the Jones Act) of government priorities to keep vessels and jobs under our flag. Cargo preference laws mandate the U.S.-flag carriage of 75 percent of food aid cargoes shipped by the U.S. Department of Agriculture (USDA) and the U.S. Agency for International Development (USAID), at least 50 percent of all civilian agency shipments, and 100 percent of military cargoes moved overseas by the Department of Defense. Without this assured base of cargo these laws provide, U.S. vessels operating in our foreign commerce would have a difficult time remaining under the U.S. flag for long, even with MSP in place.

During the year, AMC worked to boost funding for emergency food aid shipments to several African nations as part of the omnibus spending bill. This effort, in conjunction with a large broad-based food aid coalition, met with success when $250 million above the Administration's budget request for fiscal year 2004 was added.

We also took an active role in making sure that cargo preference laws apply to shipments bound for Iraq, as the United States undertakes the largest rebuilding program since the end of World War II — the reconstruction of that nation.

It is hard to imagine that in the context of military and humanitarian operations in Iraq and Afghanistan, with U.S. merchant mariners answering the call of duty every day, that cargo preference should have even been an issue. Yet, some in the federal government actually wanted to waive preference using "emergency" powers when there was no declared emergency and when U.S.-flag vessels and crews were ready, willing, and available.

When the vital wartime supplemental funding bill was debated in Congress earlier this year, we were convinced that waiver authority in the bill was too broad and could affect preference laws. For this reason, we worked successfully to insert a provision in the bill re-emphasizing the applicability of cargo preference for shipments by government agencies of military, humanitarian, and reconstruction cargoes to the Middle East under Operation Iraqi Freedom and for the post-war rebuilding. This provision sent a clear message from the Congress to government agencies not to ignore U.S.-flag shipping requirements. Had this message not been sent, there is no question that the precedent of widespread use of waiving the U.S.-flag shipping requirements would have been *step one* toward the *end* of cargo preference. So far, it is working as intended.

Finally, 2003 closes with one item of unfinished business that we have addressed in the *Marine Officer* before. A top priority next year will be to finish the job and see that Congress repeals a time-consuming, costly and anti-competitive regulation being imposed on U.S.-flag carriers and crews by the U.S. Customs Service.

This onerous regulation, which makes repairs performed while a U.S. vessel is underway on the high seas subject to a 50 percent *ad valorem* duty, is costing our operators millions of dollars annually, while our foreign-flag competition is not bound by this expense. We are well on our way to seeing this regulation rescinded *retroactively* which means that U.S. flag operators will be entitled to seek refunds from the Customs Service for the duties assessed. As the chairman of the House tax-writing committee put it: "This regulation was wrong from the beginning."

This year's progress is shown by the fact that legislation was cleared by the House of Representatives twice this year — first as part of a miscellaneous trade bill, and later as part of a catch-all tax relief extension measure. The Senate version of the miscellaneous trade bill, also containing the repeal language, has been temporarily stalled in getting to the floor, and Congress adjourned before the legislation could be taken up.

It may well be that we ask our supporters to add the provision to yet another piece of legislation next year. It is not unusual to work on two or three fronts in the same chamber and on different legislative vehicles. In political circles, this approach is known as the "Bennett Johnson method" because the legendary Louisiana Senator was famous for adding the same amendment for his state to a number of bills, thereby guaranteeing passage in one bill or another. With or without the Louisiana Senator's approach, we will get this done.

Before closing, let me say that the new MSP and the congressional re-emphasis of cargo preference are major accomplishments for our industry with long-term, positive implications for the U.S.-flag fleet and MEBA. They are accomplishments that everyone in our industry can take pride in, because without the record of high performance that our Merchant Marine demonstrates every day of every year, none of this would have been possible.

Best wishes to everyone in the MEBA for a happy and blessed holiday season! ✕

MEBA President Touches Base with Affiliates

In a series of productive discussions that has drawn the MEBA family closer together, President Ron Davis has met with each of the Union's seven affiliates this year.

This summer, President Davis welcomed longtime MEBA ally, the American Radio Association, into the fold after a whopping 93% of ARA members voted to affiliate with our Union. MEBA has continued to partner with the ARA on an abundance of maritime matters throughout the year. Late last year, MEBA oversaw the conversion of our former Panamanian office to affiliate status. Since that time, MEBA members and officials have conferred with representatives at the Asociacion Benefica de Ingenieros Marinos (ABIM) both in Panama and in our D.C. Headquarters to further solidify our relationship and move forward on issues of concern.

President Davis greeted the newly elected National President of the Professional Airways Systems Specialists recently. Tom Brantley had served as the National Vice President of PASS for more than six years, and began his three-year term as President on October 1. The pair got together to discuss relevant concerns including PASS's recent battle against the Administration's initiative to privatize FAA systems specialists (which PASS represents). With MEBA's support in hand, as well as that of the AFL-CIO's Transportation Trades Department, the initiative was beaten back for Fiscal Year 2004.

The Union enjoys a strong relationship with our affiliate in Plantation, FL and their nearly 7,000 members. Among several meetings with the National Federation of Public and Private Employees (NFOPAPE) this year, MEBA President Ron Davis and Jacksonville Representative Tom Suneson spent Labor Day with affiliate representatives at the Annual Federation Day Fest in Plantation. Among the 1,500 attendees at the function hosted by Federation President Walter Browne were local area officials, Broward County commissioners and judges, elected school board members and various labor officials. President Davis delivered Labor Day comments to two area newspapers and gave a brief interview to a local television station.

Many people may not realize that the MEBA has over 30,000 members. Included in that number are our West Coast affiliates of the California Association of Professional Employees (CAPE), Association for Los Angeles Deputy Sheriffs (ALADS) and the Los Angeles County Lifeguard Association (LACoLA). On a California trip in October that coincided with meeting week, President Davis (and other MEBA reps) met with CAPE officials including President Brian Brooks, and addressed their Executive Board. CAPE represents many professional supervisory and non-supervisory Los Angeles County employees. It had been over a decade since an MEBA president visited with CAPE.

The MEBA team also met with John Rees, Executive Director of the Association of Los Angeles Deputy Sheriffs. ALADS has been wrapped up in intense collective bargaining negotiations with the County. Ron Davis later met with Garth Canning, President of the Los Angeles County Lifeguard Association who detailed the latest LACoLA efforts and initiatives. LACoLA is responsible for most of the waterfront safety in Los Angeles County.

In all cases, President Davis guaranteed the full support of the MEBA for our affiliates and offered up the Union's assistance in helping realize the success of future endeavors. ✕

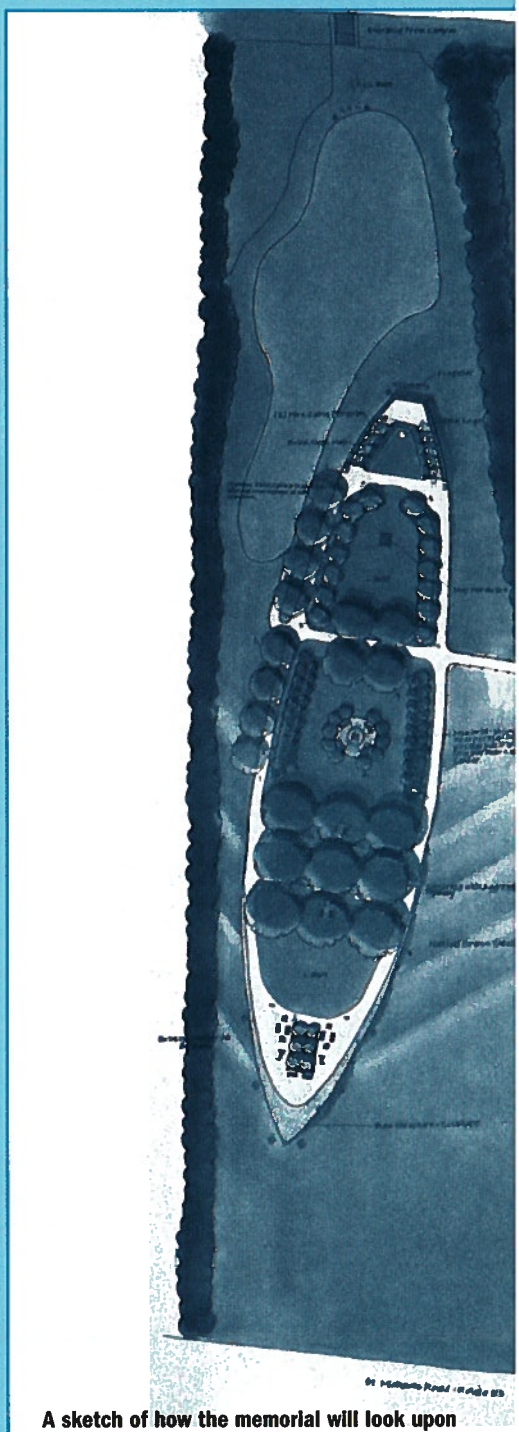
FOUNDED 1977

Merchant Marine Memorial Begins to Take Shape After Groundbreaking Ceremony

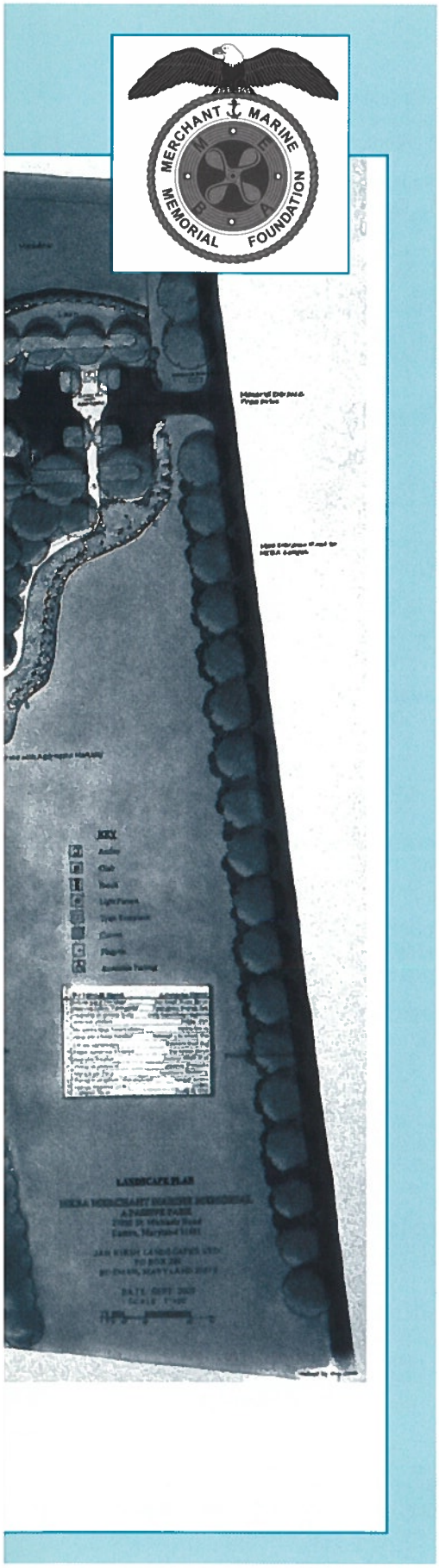
At long last, ground has been broken on the Merchant Marine Memorial at the Calhoon MEBA Engineering School that will honor fallen mariners. In a brief ceremony in late October, six golden shovels broke earth on a plot of land reserved for the memorial. Shovels were brandished by MEBA President Ron Davis, School Director Joyce Matthews, Marine Transport Corp's Tom Murphy (MEBA Trustee), Matson's Capt. Jack Sullivan (MEBA Trustee), Calhoon Alumni Association President Rick Simonson and Chairman of the Memorial Committee Bill Van Loo. All six are part of the Merchant Marine Memorial Foundation Board of Directors along with MEBA member Bill Cadden who was unable to attend the groundbreaking. The Memorial could be concluded as soon as next summer as long as winter conditions are forgiving. Already, generous donations have secured a massive propeller and anchor that will be part of the memorial. Your donations have been and continue to be greatly appreciated as well. Checks can be forwarded to the MEBA Merchant Marine Memorial Foundation at MMMMF, P.O. Box 2443, Easton, MD 21601. Further questions can be sent to Rick Simonson at rsimonson@mebaschool.org or phone (410) 822-9600, ext. 327; or Bill Van Loo bvanloo@d1meba.org, ph. (410) 685-5353. ✕

Groundbreakers scoop away the first few shovelfuls of earth where the memorial will sit. From left to right is landscaper Jan Kirsh, School Director Joyce Matthews who is really getting her back into her work, CAA President Rick Simonson, MEBA Trustee Tom Murphy, MEBA Trustee Jack Sullivan, MEBA President Ron Davis, Memorial Committee Chairman Bill Van Loo and member Ernie Clements who was instrumental in securing the propeller for the memorial.





A sketch of how the memorial will look upon completion. The anchor and propeller that have been secured for the project will be incorporated into the memorial.



Ribbon Cutting for New Propulsion Systems Building

President Ron Davis and School Director Joyce Matthews, were grand marshals in a ribbon cutting ceremony in October that marked the completion of the Propulsion Systems building at the School. Instructor Bob Smith, who will spend a significant amount of his time in the building, was present at the ceremony as well as many others including Dudley Baker and Capt. Herb Taylor of marine electronics manufacturer Kongsberg Maritime Ship Systems (KMSS). KMSS built the new PC-based Windows Engine Room Simulator housed in the Propulsion Systems building. Mr. Baker presented a plaque to both President Davis and Director Matthews commemorating the occasion. He also took the opportunity to present a $1,000 check, handed to MEBA member Bill Cadden, on behalf of the MEBA Merchant Marine Memorial Foundation. The KMSS donation may inspire you to dash off to your own checkbook and forward a similar big-hearted donation to this worthy cause.



On the same day as the groundbreaking, the School christened its new Propulsion Systems building. In this action shot, School Director Joyce Matthews and MEBA President Ron Davis cut the ribbon at the entrance of the building that was converted from the old cafeteria. At left, Dudley Baker of KMSS looks on. Instructor Bob Smith who will oversee propulsion courses and member Bill Cadden are at right.

ADVANCED FIRE FIGHTING / HAZARDOUS MATERIALS TECHNICIAN
(2 Week Course) 18 students maximum
February 23 - March 5
May 3 - May 14
August 23 - September 3
October 11 - October 22

ANALOG ELECTRONICS
(4 Week Course) 16 students maximum
January 19 - February 13
August 9 - September 3

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

BASIC COMPUTERS
(2 Week Course) 12 students maximum
February 2 - February 13
February 23 - March 5
April 19 - April 30
May 3 - May 14
June 21 - July 2
October 11 - October 22
October 25 - November 5

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
March 8 - March 19
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
January 5 - January 16
May 17 - May 28
September 13 - September 24

DIESEL ENGINEERING
(6 Week Course) 16 students maximum
January 5 - February 13
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
March 8 - March 19
May 17 - May 28
September 13 - September 24
November 8 - November 19
November 29 - December 10

ELECTRICITY
(4 Week Course) 16 students maximum
January 5 - January 30
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
January 5 - January 30
August 9 - September 3

GOVERNMENT VESSEL OPERATIONS
(2 Week Course) 12 students maximum
January 5 - January 16
February 2 - February 13
March 8 - March 19
April 19 - April 30
June 7 - June 18
August 2 - August 13
September 13 - September 24

INSTRUMENTATION
(4 Week Course) 16 students maximum
February 23 - March 19
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
February 23 - February 27
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

MEDIUM SPEED DIESEL
(4 Week Course) 12 students maximum
February 23 - March 19

PROGRAMMABLE LOGIC CONTROLLERS
(2 Week Course) 16 students maximum
February 2 - February 13
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
January 19 - January 30
June 7 - June 18
October 11 - October 22
November 29 - December 10

SMALL ARMS
(1 Week Course) 12 students maximum
March 1 - March 5
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
January 5 - January 30
February 23 - March 19
October 25 - November 19

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.

The Final Voyage

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.

OKEY R. BATCHELOR

Okey Batchelor steamed into the sunset on December 24, 2002 at the age of 79. A member since 1968, Brother Batchelor plied the waves over the next two decades carrying the MEBA banner en route to almost 18 years of pension credit. He came back from sea for the final time in 1988 after sailing with MEBA-contracted Energy Transportation. He was a resident of Swansboro, NC and is survived by his wife Mattie.

HAROLD W. BOGGS

Harold Boggs booked his final passage on December 10, 2002 at the age of 93. Brother Boggs started his seafaring career with the MEBA at the age of 58 collecting close to eight years of pension credit over the next 14 years before putting away his calipers in 1982. He was a resident of Tampa, FL and joins his wife Delma who died in 1992.

WOODY S. GILBERT

Woody Gilbert reached his final shore on August 4, 2002 at the age of 78. MEBA welcomed him into the fold on the first day of 1947 and stood by him for over forty years until he retired from the sea in 1989. He last sailed under MEBA contract for Lykes Brothers Steamship the year before his retirement. Brother Gilbert was a resident of Calera, AL and is survived by his nephew Larry Burcham.

SAMUEL GRIFFIN

The keys went silent for Samuel Griffin on February 8, 2003 at the age of 74. A member of District No. 3 - the Radio Officers' Union, Brother Griffin began his ROU career sailing in ship radio shacks in 1977 and continued his seagoing career over the next seventeen years. He last shipped out for Crowley American Transport before hanging up his headset in 1994. He was a resident of New Bern, NC and is survived by his wife Virginia.

RALPH H. HAWKINSON

Ralph Hawkinson stood his final watch on June 13, 2002 at the age of 93. His was a well-deserved retirement that lasted nearly 40 years after he put away his wrenches in early 1963. Brother Hawkinson had called Shoreline, WA his home base and is survived by his wife Winifred.

HOWARD E. HENDSCH

Howard Hendsch sailed toward safe haven on February 23, 2003 at the age of 91. He signed up with the MEBA in 1942 and embarked on a long and colorful career that finally slowed down in the early 1980s with his retirement. Brother Hendsch last went to sea with MTL Sealift in 1981. He was a resident of Edmonds, WA and is survived his son Robert and daughter Cynthia.

HARVEY W. JOHNSON

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

RICHARD W. KELLOGG

Richard Kellogg sailed into the next life on May 23, 2002 at the age of 74. His was a career that began with the MEBA in 1974. Brother Kellogg was still an active member and was only nine days away from retirement status when he took his final rest. A resident of Mulkilteo, WA., he last went to sea with American President Lines in 1995. He is survived by his wife Charlotte.

BENEDETTO J. LEO

Benedetto Leo set course for calmer waters on November 17, 2002 at the age of 90. Shipping out of the New York hall, he accumulated over 15 years of pension credit before hanging up his calipers in 1976. Brother Leo was a resident of Cargoa Lake, NY.

KURT RUNOLFSSON

Kurt Runolfsson crossed the final bar on October 27, 2002 at the age of 82. In a productive career with the MEBA that lasted twenty years to the day, he picked up 19 years of pension credit before putting his boiler suit away in 1986. He last went to sea under MEBA contract with APL Tanker in 1985. Brother Runolfsson lived in Los Alamitos, CA and is survived by his wife Sally.

ROBERT J. ZIMMERMAN

Robert Zimmerman eased into the firmament on November 23, 2002 at the age of 79. A lengthy career with the MEBA formally concluded in 1973 after he amassed almost 22 years of pension credit. He last worked under MEBA contract performing night relief work for American President Lines in the mid-1960s. Brother Zimmerman was a resident of St. Augustine, FL and is survived by his wife Beatrice. ✕

DIRECTORY

MEBA STAFF

Bette Doranz,
Assistant to the President

William P. Doyle, Legal Representative

Mark S. Gallagher, Contracts

Ann Holmes, Executive Secretary

Robert Martin, Organizing Director

Eric C. Pittman, Comptroller

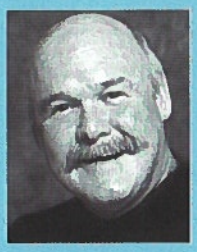
David J. Tubman,
Director of Government Affairs



Ron Davis
President



Cecil McIntyre
Secretary-Treasurer



Louie "Bud" Jacque
Executive Vice President



Don Keefe
Atlantic Coast Vice President



Marc Huber
Gulf Coast Vice President

HEADQUARTERS

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

PORTS

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

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

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

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

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

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

Houston
Lou Marciello, Branch Agent
Donn Reamer, Patrolman
316 Broadway
Houston, TX 77012
713-923-9424
Fax: 713-923-2749
houston@d1meba.org

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

Los Angeles
Al Camelio, Branch Agent
Michael Nizetich, Patrolman
2500 Via Cabrillo Marina,
Suite 204
San Pedro, CA 90731
310-548-7358
Plans: 310-547-1264
Fax: 310-547-3290
losangeles@d1meba.org

New Orleans
Marc Huber, Vice President
Jeff Hauck, Rep.
811 Carondelet St.
New Orleans, LA 70130
504-523-1884
Fax: 504-523-6911
Plans: 504-523-5542
neworleans@d1meba.org

New York
Don Keefe, Vice President
Bill McHugh, Patrolman
Jim LaRiviere, Rep.
Randi Ciszewski, Govt. Fleets Rep.
37 Edward Hart Drive
Jersey City, NJ 07305
201-433-7700
Fax: 201-433-7959
Plans: 201-433-8286
newyork@d1meba.org

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

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

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

San Francisco
Bud Jacque, Exec. VP
Jon Anderson, Patrolman
Kevin Nichols, Rep.
340 Fremont St.
San Francisco, CA 94105
Office: 415-421-9620
Fax: 415-543-2022
Dispatcher: 415-362-8510
Plans: 415-495-8080
Fax: 415-495-3022
sanfrancisco@d1meba.org

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

Seattle
John McCurdy, Branch Agent
Mike Jewell, Patrolman
Mario Micomonaco, WSF Rep.
732 S. Homer St.
Seattle, WA 98108
206-762-0803
Fax: 206-762-6163
seattle@d1meba.org

Tampa
Art Hemmings, Rep.
1509 South 22nd St. South
Tampa, FL 33605
813-247-7223
Fax: 813-247-6297
E-mail address: artmeba@aol.com
tampa@d1meba.org

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

MEBA DIVISIONS

City & Borough of Juneau (CBJ)
Ben Goldrich, Rep.
229 Fourth Street
Juneau, AK 99801
907-586-6040
Fax: 907-586-8216
E-mail: bgoldrich@d1meba.org

Professional, Office & Industrial Division (POID)
Jennifer Novinger, Rep.
5025 West Lake Place
Littleton, CO 80123
720-283-1568
Fax: 720-283-1569
E-mail: jnovinger@d1meba.org

MEBA PLANS

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

TRAINING

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

DIAGNOSTIC CENTERS

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

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

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

MEBA AFFILIATES

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

Asociacion Benefica de Ingenieros Marinos (ABIM) - Panama
Luis Yau Chaw,
Secretario General
Rolando Arrue,
Seguridad General
Apartado 135,
Balboa, Ancón
Republica de Panama
011 507 314 0302
Fax: 011 507 314 0169
abim_meba@cwp.net.pa

Association of Los Angeles Deputy Sheriffs (ALADS)
Roy Burns, President
John Rees, Executive Director
828 W. Washington Blvd.
Los Angeles, CA 90015
213-749-1020
Fax: 213-747-2705

California Association of Professional Employees (CAPE)
Brian Brooks, President
Sean Stalbaum, Field Svcs. Dir.
1910 W. Sunset Blvd., Suite 600
Los Angeles, CA 90026
213-484-0400
Fax: 213-484-4963

Los Angeles County Lifeguard Association (LACoLA)
Garth Canning, President
15 Barkentine Road
Rancho Palos Verdes, CA 90275
(310) 528-9586
Fax: (310) 265-0563

National Federation of Public and Private Employees (NFOPAPE)
Walter J. Browne, President
1700 N.W. 66th Ave., Suite 100
Plantation, FL 33313
954-797-7575
Fax: 954-797-2922

Professional Airways Systems Specialists (PASS)
Tom Brantley, President
1150 17th St., N.W., Suite 702
Washington, DC 20036
202-293-7277
Fax: 202-293-7727

INTERNATIONAL TRANSPORT WORKERS FEDERATION (ITF)

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



A Congress For Working Families

By Congresswoman Linda Sánchez (CA-39)

I know first hand that many workers are not treated with dignity and respect. I have walked picket lines, mobilized farm workers, organized janitors, and helped employees keep their health care and pensions. I am a proud card-holding member of the International Brotherhood of Electrical Workers (IBEW) Local 441, and the former Executive Secretary-Treasurer of the Orange County Central Labor Council, AFL-CIO.

When I came to the U.S. House of Representatives in January '03, I was asked to sign up for Congressional Caucuses. I joined the Congressional Hispanic Caucus, the Human Rights Caucus, and the Women's Caucus, among others. You can imagine my surprise to learn that while there is a Congressional Ski and Snowboard Caucus and a House Potato Caucus - there was no caucus to give a unified voice to working men and women.

I was shocked, and I wanted to do something to ensure that the voices of working families are loudly heard in Congress - each and every day.

To this end, I joined forces with two other members of Congress, Representatives Stephen F. Lynch (D-MA) and Michael Michaud (D-ME). Together, we formed the "Congressional Labor and Working Families Caucus" because we share a passion for protecting working families.

The aim of the Working Families Caucus is to protect workers' rights and American families by developing and implementing a pro-labor agenda in the U.S. Congress. The Caucus will help to advance critical issues facing working families like the systematic attack on the right to collectively bargain. The Caucus will work on issues like overtime pay and safer working conditions, and it is a united front against anti-labor and anti-worker legislation on trade policy, pension rules, and health care.

It is time for Congress to put value on hard work and the workers who are the backbone of our great country. That is exactly why I co-founded the Labor Caucus. I want to give the millions of working families across America a voice in Congress. Brothers and Sisters, I proudly stand in solidarity with you. ✕

Linda Sánchez represents the cities of Artesia, Cerritos, Florence-Graham, Hawaiian Gardens, La Mirada Lakewood, Long Beach, Los Nietos, Lynwood, Paramount, South Gate Watts, Whittier, Willowbrook.

MEETING SCHEDULE

PORT	JANUARY	FEBRUARY	MARCH
Baltimore	Tues. 6	Tues. 3	Tues. 9
Boston	Mon. 5	Mon. 2	Mon. 8
Calhoon School	Wed. 7	Wed. 4	Wed. 10
Charleston	Tues. 6	Tues. 3	Tues. 9
Honolulu	Fri. 9	Fri. 6	Fri. 12
Houston	Tues. 6	Tues. 3	Tues. 9
Jacksonville	Wed. 7	Wed. 4	Wed. 10
Los Angeles	Thurs. 8	Thurs. 5	Thurs. 11
New Orleans	Wed. 7	Wed. 4	Wed. 10
New York	Thurs. 8	Thurs. 5	Thurs. 11
Norfolk	Thurs. 8	Thurs. 5	Thurs. 11
Portland	Wed. 7	Wed. 4	Wed. 10
San Francisco	Tues. 6	Tues. 3	Tues. 9
Seattle	Mon. 5	Mon. 2	Mon. 8
Tampa	Thurs. 8	Thurs. 5	Thurs. 11

AFL-CIO NATIONAL BOYCOTTS



NOVEMBER/DECEMBER 2003

PLEASE POST

BUILDING MATERIALS & TOOLS

JET EQUIPMENT & TOOLS, INC.
Auburn, Wash., distributor of "JET" brand metal- and wood-working power and hand tools for home and commercial use
▶ *International Brotherhood of Teamsters*

ENTERTAINMENT & RECREATION

BIG LEAGUE THEATRICALS ROAD COMPANY
Performing the "The Music Man" and "Miss Saigon"
▶ *Actors' Equity Assn./American Federation of Musicians*

BLACK ENTERTAINMENT TELEVISION
BET cable television, Action pay-per-view, Bet on Jazz
▶ *International Brotherhood of Electrical Workers*

ECHOSTAR DISH NETWORK
Satellite Television Service
▶ *Communications Workers of America*

FOOD & BEVERAGES

ALGOOD FOODS
Reeses Peanut Butter
▶ *International Brotherhood of Teamsters*

DARIGOLD/WEST FARM FOODS
Milk, cheese, dairy products
▶ *International Brotherhood of Teamsters*

DIAMOND WALNUT CO.
Diamond brand canned and bagged walnuts and walnut pieces
▶ *International Brotherhood of Teamsters*

MT. OLIVE PICKLE CO.
Pickles and relishes sold under the Mt. Olive and other labels, including the Food Lion and Harris Teeter supermarket "house" labels
▶ *Farm Labor Organizing Committee*

PICTSWEET MUSHROOM FARM
Fresh mushrooms and frozen vegetables with the Pictsweet label
▶ *United Farm Workers of America*

TRANSPORTATION & TRAVEL

ADAM'S MARK HOTEL
Hotel in Buffalo, NY
▶ *International Union of Operating Engineers*

BEST WESTERN-GROSVENOR RESORT
Hotel in Lake Buena Vista, Fla.; located at Disney World, but separately owned and operated
▶ *Hotel Employees & Restaurant Employees International Union*

FOUR POINTS BY SHERATON
Hotel in Waterbury, Conn.
▶ *Hotel Employees & Restaurant Employees International Union*

GRAND HOTEL MINNEAPOLIS
Hotel in Minneapolis owned and operated by the Wirth Companies
▶ *Hotel Employees & Restaurant Employees International Union*

HOLIDAY INN SUNSPREE HOTEL
Hotel in Kapaa, Hawaii
▶ *International Longshore & Warehouse Union*

NEW OTANI HOTEL & GARDEN
Hotel in downtown Los Angeles
▶ *Hotel Employees & Restaurant Employees International Union*

OTHERS

CF&I STEEL and OREGON STEEL MILLS, INC.
Steel, including rod, bar, rail, pipe and steel plate
▶ *United Steelworkers of America*

R.J. REYNOLDS TOBACCO CO.
Cigarettes: Best Value, Camel, Century, Doral, Eclipse, Magna, Monarch, More, Now, Salem, Sterling, Vantage, and Winston; plus all Moonlight Tobacco products
▶ *Bakery, Confectionery, Tobacco Workers & Grain Millers International Union*

MEMBERS AT WORK



1 MEBA members Bob Burke (l) and Mike Blevins sport their new MEBA watches. The gold watches are given as a token of appreciation to members who contribute at least $1,000 to the MEBA Political Action Fund (PAF) which helps keep the Union strong.



2 Chief Engineer Don McKenzie with a tech rep aboard the new Matson ship MANUKAI. They are inspecting a crankcase and getting ready for the replacement of the main bearing.

3 Early on in the race, MEBA threw its support behind San Francisco Mayoral candidate Gavin Newsom. Under Executive V.P. Bud Jacque, MEBA's San Francisco hall spearheaded a vigorous campaign backing Newsom who vindicated their efforts when voters elected him as their new Mayor in a December vote. Left to right is MEBA S.F. Patrolman Jon Anderson, Angelina Ramos who has coordinated political activities at the hall, Mayor-elect Newsom and S.F. Representative Kevin Nichols. MEBA S.F. attended over 100 functions in support of Newsom.



4 For the fourth year in a row, MEBA bussed in cadets from California Maritime Academy on a field trip to MEBA's San Francisco hall. Among other things, MEBA reps answered questions, discussed applicant sign-up procedures and carried out a mock job call.



5 MEBA Day Engineer Mark Resleff working on a fuel pump aboard the ASM vessel PRESIDENT ADAMS.





6 MEBA's negotiating team is plugging away on a new contract for members working on the ferries in the Alaska Marine Highway System. Left to right is Pete Eberle (AMHS), Bob Seidman (AMHS), John McCurdy (Seattle Branch Agent), Doug Wickery (AMHS), Ben Goldrich (Juneau Rep.), Joe Geldhof (MEBA Legal Rep.) and Bud Jacque (MEBA Executive V.P.).



7 MEBA represents the workers aboard the Cape May-Lewes ferry system that traverses between Delaware and New Jersey. Left to right is Roberta Young, Baltimore Branch Agent Bill Van Loo, Patty Lavelle, George Nason and Spencer Lynch.



8 At the November Union hall meeting in Tampa, MEBA President Ron Davis congratulated area members who have contributed at least $1,000 to the Political Action Fund (PAF). The PAF helps give the Union a voice on Capitol Hill. See your local hall official to see how you can assist our Union. President Davis presented gold MEBA watches to those members who reached the magic mark. In the front row (l-r) is Tampa Rep. Art Hemmings, Chuck Nisi, and Gulf Coast V.P. Marc Huber. In the back (l-r) is David Janes, Peter Martin, Kevin Behen, Bob Ohler, and Pres. Ron Davis. Tampa members in the $1,000 club that are not pictured include Rick King and Fred Heppard.



9 After 27 years of service with the Alaska Marine Highway System and the MEBA, (the last 11 years as Chief Engineer aboard the M/V TUSTAMENA), Louie L. Jones has retired. Along with a letter of commendation from Alaska Governor Frank Murkowski, Chief Jones received a plaque from his fellow MEBA Engineers. Pictured from left to right is Dennis Krumm (1st A/E), Charlie Kelfer (2nd A/E), George Poor (Senior Port Engineer), Louie Jones (C/E), and Paul Johnsen (Port Engineer).



10 George Clements spent a long and colorful career with the MEBA that dated back to the early 1960s. He finally hung up his boiler suit and shipped off toward his well-deserved retirement in October. He had spent the last decade working at MEBA Headquarters and serving as the resident authority on everything. Come on back anytime George!

11 Dennis Kenny is the 3rd A/E aboard the newbuild LMSR BENAVIDEZ managed by Patriot Contract Services for the Military Sealift Command. The vessel wrapped up last minute retooling, shifted into Full Operating Status (FOS) and sailed off to support Operation Enduring Freedom. (Photo courtesy of Moose Mallini.)

