

Marine Engineers' Beneficial Association

Marine Officer

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OPERATION IRAQI FREEDOM: MEBA SUCCESS STORY





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ON THE COVER

Operation Iraqi Freedom: MEBA Success Story

Aboard the LMSR ship USNS YANO are MEBA officers waving the Union flag as they load up in Jacksonville, FL. They are surrounded by wrapped-up Chinook Helicopters as the massive Roll-On/Roll-Off ship gets reved up to sail into harm's way. Soon after, the YANO transited through the Suez Canal and sailed into the danger zone to deliver its cargo. Left to right is C/E Lou Martucci, 3rd A/E Bill O'Brien, 2nd A/E Pete Leahy, MEBA Chief Mate Dru DiMattia, 1st A/E Claude Pfeffer and 3rd A/E Vance Rider. Photo courtesy of MEBA's Jacksonville Rep. Tom Suneson.

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

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

Visit the MEBA website at
www.meba.us

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MEBA Delivering on Promises in War, and Now in Peace

I want to express my sincere appreciation to each of you for a job well done. Our members and Union officials worked tirelessly to make the military sealift to Iraq a success. From the civilian-manned MSC Navy support ships, the activated Ready Reserve Force fleet, the LMSR ships, to the contracted commercial vessels, members answered the call with distinction, and MEBA and America's Merchant Marine again won recognition for the vital role we continue to play in our nation's defense.

As the role for America in Iraq changes from that of military liberator to rebuild, we too are adjusting to the new Iraq. Washington has approved substantial funding to help rebuild that nation, which requires food, supplies and equipment to be shipped from our country to theirs. The MEBA, in partnership with the American Maritime Congress (AMC) and other coalition participants, was successful in guaranteeing that this humanitarian and reconstruction assistance will be carried by U.S.-flagged ships in accordance with existing cargo preference laws.

According to U.S. law, at least 75 percent of food aid and 50 percent of other aid supplies must be shipped on U.S. vessels at fair and reasonable rates if such ships are available. Our maritime coalition enlisted the strong support of Sen. Mary Landrieu (D-LA) and others in offering an amendment that these laws be enforced in the Wartime Supplemental funding bill and not waived under the guise of flexibility. Our argument was simple and effective, flexibility is already built into the current statutes and that these laws must be honored. Importantly, as part of the bill, \$369 million

was added in additional food aid - providing more significant opportunities for U.S.-flag shipments and the jobs they provide.

• • •

This most recent cargo preference victory, and the securing of additional food aid, underscores the strong working relationship between MEBA and the American Maritime Congress. As you know, the AMC has traditionally represented MEBA's contracted ship operating companies in Washington. Today, I chair the AMC Board of Directors which is now made up of equal numbers of Union and company representatives. The AMC Board's aim is clear - an even stronger labor-management presence on Capitol Hill with a restructured AMC for a closer working partnership. In Washington D.C., the interests of MEBA and its companies are clear-cut: ships and cargo - and jobs. This restructuring ensures that even more important work will get done through the close cooperation of MEBA and AMC to strengthen our Merchant Marine. This is especially true as we work to get an early jump on reauthorizing the Maritime Security Program.

The House of Representatives recently approved legislation that contains a reauthorization of the Maritime Security Program which currently is set to expire on September 30, 2005. I've been working closely with other maritime leaders to make certain that the proposal strengthens this vital program by boosting the number of participants from 47 to 60 ships and increases the annual payment per vessel. We are now working with our friends in the Senate to get a bill to the President's desk for his signature.

• • •

Long and arduous negotiations with Matson Navigation have finally come to a close ultimately resulting in an MEBA contract with the company to crew two new-build containerships. Matson had previously entertained an alternative plan that would have scuttled the labor agreement originally intended for the vessels. The new arrangement will ensure that our mariners will serve aboard the vessels and guarantee an MEBA presence on a possible third newbuild containership.

• • •

I'd like to extend my great thanks to retiring MEBA member Tom Lilley who wraps up a 25 year career with the Union having served over a decade as an official. A.J. McIntyre, who ably served as a Representative in Norfolk along with Tom, also ends his shoreside service for a return to sea. Paul Musotto will carry the torch for the MEBA in Norfolk and continue exhibiting the level of commitment to our membership that was demonstrated by Tom and A.J.

• • •

Lastly, I'm pleased to pass along that MEBA was recently recognized by the Society of Marine Port Engineers of New York. This is the first time a labor union has been honored with this award that dates back to 1964. I wish to express my thanks to MEBA shoreside personnel including vessel port engineers and crane maintenance engineers for earning this prestigious tribute. This is another indication of our commitment to excellence and preservation of the Merchant Marine. ✕

Ron Davis

Ron Davis



MEBA members aboard the NYC Fireboat fleet helped moderate a raging inferno that erupted at an Exxon-Mobil refinery in New York City in late February. The JOHN D. McKEAN (right) helped temper the blaze that erupted aboard a barge carrying 100,000 barrels of gasoline that exploded at the Port Mobil terminal near Staten Island. The NYC Fireboat FIREFIGHTER also helped quench the flames. The Fireboat fleet that proved themselves heroes following the destruction of the World Trade Center (See Marine Officer for Nov./Dec. 2001) is crewed by MEBA members.

MEBA Crews Up New Vessel in Keystone Fleet

MEBA President Ron Davis and Atlantic Coast Vice President Don Keefe announced that the Union successfully brokered a new pact that helped usher in an additional vessel into the Keystone Shipping fleet. Keystone D.T., Inc. a subsidiary of Keystone Shipping Company has been awarded a management contract for the operation of the M/V DELAWARE TRADER. The vessel operates under the terms and conditions of the Tanker Service Committee Agreement currently in place between the parties. Not only does this agreement bring in additional tonnage to the MEBA fleet but it represents a landmark achievement in MEBA history after negotiators ensured that the third mate position onboard will be an MEBA union

billet. MEBA is optimistic that this is just the beginning for additional deck officer positions for the future of our organization. The OPA '90 life of this double-hulled tanker extends into 2013.

MARAD Updates Union Upon Release of Mariner Survey

MEBA representatives recently took part in a Maritime Administration/Military Sealift Command discussion of a recently released report detailing mariner readiness and training issues. A random sampling of mariners that included MEBA members helped build the results for this survey, which was conducted by the Transportation Department and its Bureau of Transportation Statistics. The survey was completed by over 63% of those mariners who were randomly contacted. MEBA's

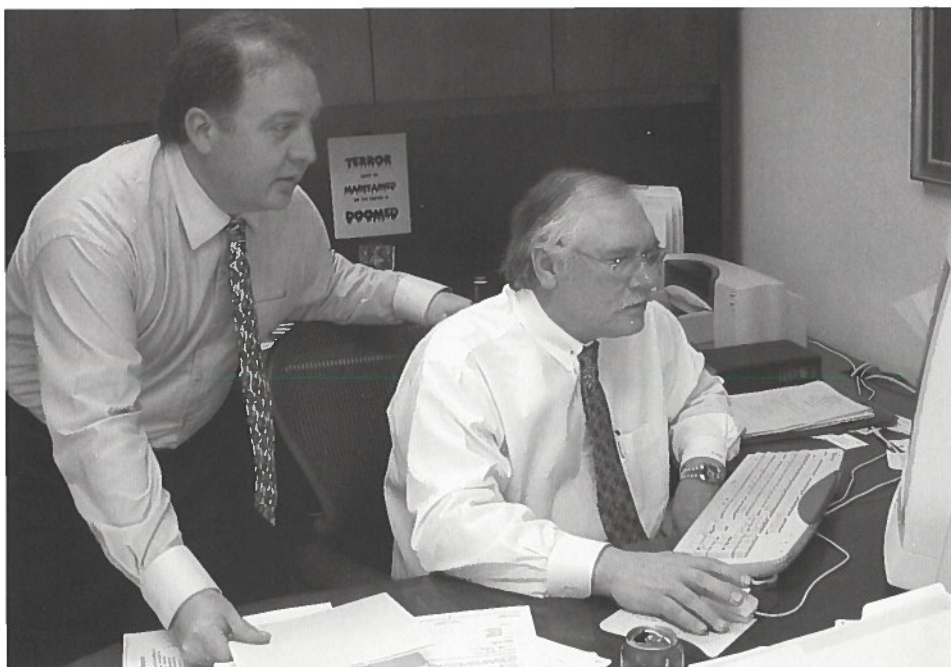


Aboard the DELAWARE TRADER (l-r) is the vessel's Chief Engineer Emil Sorescu, New Orleans Patrolman Moose Mallini and the ship's 3rd Mate Toriano "Tori" Fredericks, an MEBA applicant. The new Mate job seems to be an indicator of good things ahead on the deck side.

Secretary-Treasurer Cecil McIntyre and Liaison George Clements participated in the meeting that took place in Washington D.C. MEBA and the other unions present at the meeting were commended by Government officials for our dynamic response to the no-notice ship activations and our ability to crew up the vessels to support the Iraq buildup at a moment's notice. Results of the 2002 Mariner Survey, however, confirmed MEBA's belief that it is essential that our nation must act in order to foster important maritime programs and tax incentives to burgeon the industry and ensure that a robust Merchant Marine is available to serve as the backbone for future sealift operations well into the future.

MEBA Wraps Up Contract with Global Marine for Cable Ship

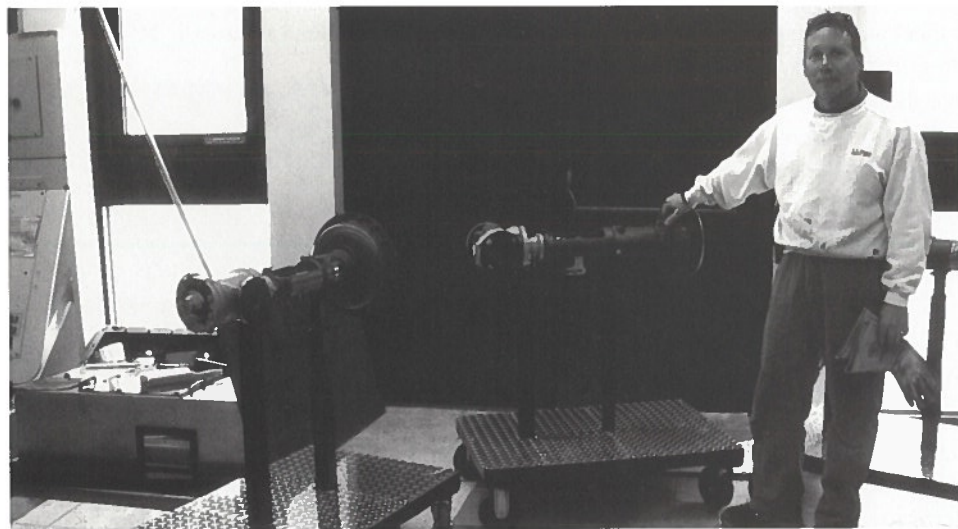
A contract hammered out by MEBA negotiators with Global Marine for the



Gulf Coast V.P. Marc Huber analyzing data along with Secretary-Treasurer Cecil McIntyre in a photo taken in late April. The pair had a busy week of work with District Executive Committee (DEC) and Trustees meetings as well as discussions with Matson Navigation that lasted until the crack of dawn.

British Cable Repair Ship the M/V ATLANTIC GUARDIAN was finalized earlier this year. Baltimore Branch Agent Bill Van Loo, who was appointed by

Atlantic Coast V.P. Don Keefe as lead negotiator, led the MEBA contingent along with rank and file member (and GUARDIAN permanent engineer) Steve Briggs. MEBA Contracts Representative at Headquarters Mark Gallagher also assisted. The contract was extended through 2003 supplemented with a 3% increase in wages and benefits. New overtime language was incorporated into the Memorandum of Understanding for when the ship is at sea. Negotiators also made improvements in the amount of vacation days that engineers will earn aboard the ship. The Company also agreed that should any of their vessels, under present or future ownership, operate out of the United States then the Union shall be granted the first opportunity to discuss and negotiate employment terms and conditions pertaining to U.S. citizen licensed engineers to be employed by the Company.



Pictured is Mike Fanning with two of his completed projects. Mike designed and fabricated the structural platform for the brake assembly that is used as an integral part of the school's Container Crane Maintenance Course, as well as the support platform for a valve assembly that will be used in one of the Instrumentation lab exercises. Whenever Mike is not shipping, he makes himself available to assist our school with the development of training aids. Well-done Mike!



Don Keefe, who is MEBA's Vice President in charge of the Atlantic Coast (l) and Baltimore Branch Agent Bill Van Loo getting chummy with Baltimore Mayor Martin O'Malley.

Promoting the Merchant Marine at the Grass Roots Level

The military action in Iraq is presenting MEBA members with a unique opportunity to help promote the U.S. Merchant Marine at the grass roots level. All members should consider promoting the Merchant Marine now by writing letters to the editor of their hometown newspapers or contacting news sources to interest them in writing articles about the meaningful contributions of mariners in the war on terror.

Letters to the Editor provide an excellent forum for calling attention to the importance of the Merchant Marine. Such letters are closely read by politicians and community leaders and have an impact far greater than most people realize. The disagreement of many of our allies with

America's Iraq policy highlights the necessity for maintaining a vital U.S.-flag merchant fleet – even many of our traditional allies cannot be relied upon to support us in military emergencies. Letters to the editor should stress the Merchant Marine's role as the "fourth arm of defense." They should also highlight the vital role of the U.S.-flag fleet in supplying the members of the armed services with the supplies they need to succeed in battle.

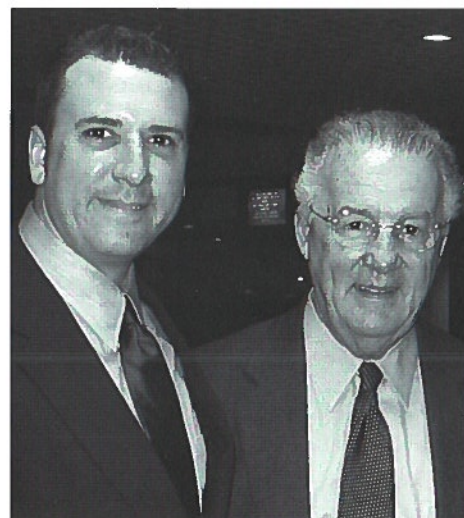
For maximum effectiveness, keep in mind the following "rules of thumb" as you write a letter to the editor:

- 1) Remain focused on a single simple point. Newspapers prefer not to publish letters that are complicated or difficult to understand. Letters should state the Merchant Marine is vital to our national security and deserves the support of our elected leaders and the general public.
- 2) Keep it short. Newspapers prefer to

publish letters of 200-to-400 words. Letters longer than 400 words are often heavily edited or discarded altogether.

3) Define the local angle. Most newspapers prefer to publish letters that include a local angle. In this case, you should mention that merchant mariners are members of the local community who are directly involved in supporting the members of our country's armed services.

Most newspapers will now accept letters to the editor either in written, hard-copy format or via e-mail. MEBA members should attempt to submit letters as soon as possible, since the subject is topical now, but may be overshadowed by other news in the near future. The use of e-mail allows members at work aboard vessels to submit letters in a timely fashion. The Communications staff at Headquarters can be used as a resource in assisting you in such letters. We will also be glad to assist your local newspaper in preparing any articles or providing photos, contact information or other resources needed to help spread the word. ✕



MEBA member Dominic Walsh with Maryland Senator Paul Sarbanes, a staunch supporter of maritime issues throughout the years.



ASM Port Engineer Bob Sheehan aboard the APL CHINA, a vessel that replaces the aging PRESIDENT KENNEDY. The APL CHINA, which is newer and larger than the KENNEDY, was flagged U.S. and put into the Maritime Security Program.

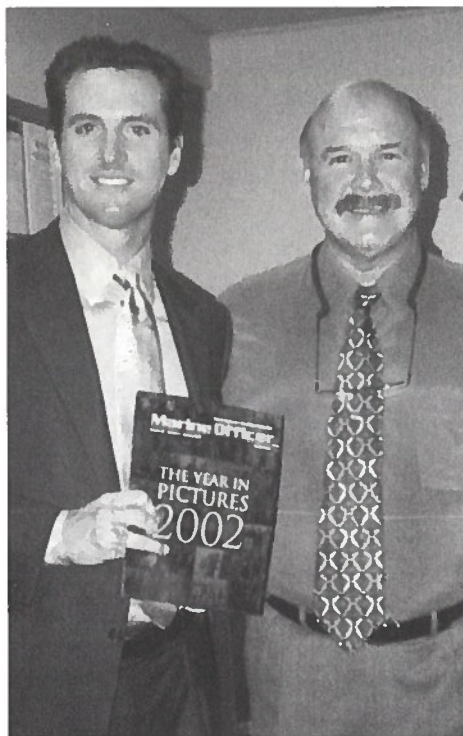
Update your latest contact info online! Go to www.d1meba.org and hit the "Forms" link that will bring you to the "Union Update Form." Simply post your contact information into the appropriate slots. When the form is complete, hit "submit" and the database operator will take care of the rest.

It's easy!

Executive V.P. Loule "Bud" Jacque met with Mayoral candidate Gavin Newsom (also on the Board of Supervisors of the City and County of San Francisco and the Water Transit Authority) at our Union hall in S.F. recently. Bud announced MEBA's support and endorsement to Gavin's campaign when he promised to keep his door open to our Union. Gavin's vision for the city has many San Franciscans believing that he will succeed outgoing Mayor Brown who has also endorsed the up and coming candidate.



The 2003 Financial Review Committee that performed the annual examination of the Union's finances at MEBA Headquarters in Washington D.C. (L-r) is Jim Staats, J.B. Christensen, Bob Burke (Chairman), Bob Seldman, Edward Lee and Phil Gaylan. The FRC findings were voted on at the May meetings and are available for review by members in good standing at Union halls.



The Washington State Ferry M/V SEALTH during a routine dry docking. The 328 foot ferry can transport up to 1,200 passengers and 100 vehicles. Left to right is C/E James Peterson, Oiler David Wolfe and Assistant Engineer Kurt Nelson.

"...Our ships and mariners — teamed with the Military Sealift Command (MSC), the U.S. Transportation Command (USTRANSCOM), and the Military Traffic Management Command (MTMC) — are providing 85 percent of the surge sealift requirements that are carrying the torch of freedom and have established a steel bridge of democracy from the United States to Iraq."

Capt. William Schubert,
U.S. Maritime Administrator

Operation Iraqi

MEBA's Rapid Respons

Military Sealift Commander Vice Admiral David L. Brewer III recently told a maritime gathering that "the history of the MSC would not be possible without the U.S. Merchant Marine," and that the "history of the United States could have been very different if it were not for our civilian sailors." The MEBA ensured that Admiral Brewer wouldn't find out the alternate reality to that statement as our mariners once again helped put our fighting forces in a position of power during Operation Iraqi Freedom (OIF).

Though the maritime industry has taken a decided downswing since the heydays following World War II, the dwindling U.S.

mariner workforce is still managing to get the job done when our country needs us most. For what essentially broke down to a three-week war, the massive resources employed and the unparalleled teamwork between labor, management and Government was nothing short of phenomenal. A protracted period of hostilities may well have tested both the depths of the nation's manpower pool and the ability of a faded commercial maritime power to replicate the successes of past maritime deployments. As it was, MEBA toppled every obstacle in the way and more than satisfied every government requirement en route to a sterling sealift success story.

MEBA Answers America's Call

Most of our armed forces were whisked into the Gulf region by air, but few

Americans realize that over 85 percent of military equipment and supplies took a waterborne journey into the war zone. At last count, MEBA officers were

delivering key support to our military aboard 26 civilian manned MSC auxiliary ships and special mission vessels, three commercially-operated prepositioning vessels chartered by MSC, and 10 MSC Large Medium Speed Roll-On/Roll-Off (LMSR) ships that took part in Operation Iraqi Freedom. MEBA Officers were also serving on 23 Ready Reserve Force (RRF) vessels and a continually swelling list of commercial ships chartered to carry military cargo, humanitarian and reconstruction aid as part of OIF.

Already required to obtain a lengthy series of certifications and licensing in their roles as marine officers, mariners were subject to additional requirements to sail as part of Operation Iraqi Freedom. MSC necessitates that mariners be certified in Chemical Biological, and Radiological Defense (CBR-D) - to help them defend against attacks utilizing weapons of mass destruction. MEBA's Calhoun MEBA Engineering School in Easton, MD certifies members in such training and School Director Joyce Matthews sent a pair of instructors (Barry Van Vechten and Rick Simonson) on the road at the request of MSC to certify boatloads of seafarers getting ready to sail into the war zone. MEBA's Patrolman in Seattle Mike Jewell, who is part of the U.S. Merchant Marine Naval Reserve Program, also trained many a mariner in



(Above) Aboard the CAPE RACE, an RRF vessel that recently returned from its service in Operation Iraqi Freedom. Left to right is Baltimore Branch Agent Bill Van Loo, 3rd A/E Mike Cedrone, Capt. Pat Wright, 2nd Mate Mike Bird and 2nd A/E Dick Mathews.



(At left) MEBA Officers aboard the S/S MAJ STEPHEN W. PLESS. The ship carries U.S. military cargo for the U.S. Marine Corps and Air Force. Left to right is 3rd A/E Chris Sterling, 2nd A/E Dave Trovato and 1st A/E William Paddle.

-freedom

+ Stellar Service = Success Story

CBR-D. MEBA Officers aboard the RRF ships and LMSRs became used to toting their gas masks around with them wherever they went on the ship, an experience that their counterparts aboard the MSC Auxiliary/Special Mission ships are used to in their perennial support to the U.S. Navy fleet.

Another requirement of OIF was the Defense Department stipulation that all mariners sailing into "high-threat areas" be inoculated against both Smallpox and Anthrax. Although the logistical entanglements created by that requirement initially caused concerns in both government and on the labor side, the process went remarkably well for the MEBA. Our men and women sailing in support of our nation and carrying the MEBA banner are a continuing source of pride.

Ready Reserve Force (RRF): Fleet Ready to Go

Owned by the Maritime Administration, the roughly six dozen vessels of the Ready Reserve Force fleet are normally kept in Reduced Operating Status (ROS) at ports around the country waiting for the day to roar into action. Once the Defense Department gives the 'go' signal, the Military Sealift Command assumes operational control of the vessels which are deployed to boost our sealift capabilities overseas.

In Operation Iraqi Freedom, 21 of the first 25 RRF ships sent into action were MEBA contracted vessels crewed by MEBA officers in both the engine room

and on deck. MEBA-contracted companies managing the ships include Keystone, Marine Transport Lines, Mormac and Patriot Contract Services. Upon receiving the word from MarAd officials in early January that scores of RRF ships were being activated into Full Operating Status (FOS), MEBA officials leapt into action by getting the ships crewed within 24 hours. That dedication and resolve was matched by MEBA Brothers and Sisters who shifted their schedules to set sail with little notice on behalf of Union and country. "The labor unions have definitely come through to man these vessels on short notice," Maritime Administrator Schubert declared.

In mid-April, Brigadier General Henry Taylor speaking before a maritime industry group, marveled over the extraordinary state of readiness of these mariners and their ability to sail so quickly after the

word "go!" was given. He praised the close relationship between the military and civilian transportation industries saying that this synergy will continue to be the "key to our success" well into the future.

MSC Large, Medium-Speed, Roll-On/Roll-Off (LMSR) Vessels: Ship of Choice

Constructed following glaring needs detected during the first Gulf War, MEBA crews ten LMSRs under our contract with ASM/Patriot with an eleventh newbuild due to enter the fleet this Summer. The 950-foot RO/ROs transport immense shiploads of military armaments and have proved wildly successful throughout Operation Iraqi Freedom. Military Traffic Management Command Brigadier General Barbara Doornink recently called the LMSRs the "ship of choice" during OIF.

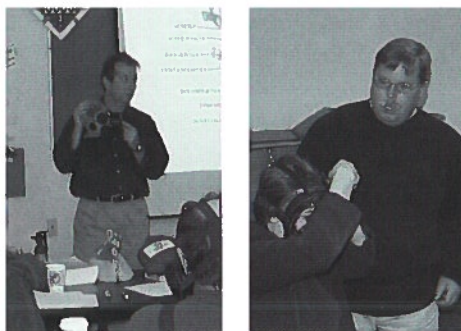


LMSR USNS PILILAAU loading military cargo at the Port of Beaumont, TX in support of OIF. (Photo courtesy of C/E Phil Blaha)

With more than 380,000 square feet of cargo-carrying space aboard (over eight football fields), each ship can harbor an entire Army task force, including over 100 tanks and track vehicles, more than 900 trucks and other equipment including



1st A/E Dave Andersen welding a machine gun mount on deck of the CAPE RAY for force protection while sailing in support of OIF.



Calhoon School Instructors Rick Simonson (l) and Barry Van Vechten (r) helped certify mariners in required CBR-D training both at the School and aboard activated RRF ships getting ready to sail into the war zone.

helicopters, artillery and other military hardware.

General Handy pointed out that MEBA and our nation's mariners "perpetuate that sterling legacy of service, patriotism, and bravery. You have our greatest respect and admiration. We salute you with pride as you provide combat power to our war fighters at this critical moment in our nation's history."

Vice Admiral Brewer echoed those remarks and praised the Merchant Marine's importance to our national security in both peace and war. "In every war, in every instance," he declared, the mantra of the Merchant Marine is broadcast loud and clear, "We'll deliver!"

MSC Naval Fleet Auxiliary Force Vessels and Special Mission Ships: Keeping the Navy on the Move

More than half of the roughly forty auxiliary and special mission ships of the MSC crewed by MEBA civilian mariners (CIVMARs) were tapped for key support roles in Operation Iraqi Freedom. The fleet includes ammunition ships, ocean tugs, oilers and combat stores vessels, and provides underway replenishment and crucial support for U.S. Navy ships globally.

From refueling at-sea Navy ships and providing jet fuel for aircraft aboard carriers to extending critical care for our armed services and civilians aboard two hospital ships, the civilian-manned MSC vessels keep the Navy fleet at sea and mission ready. These non-combatant vessels carry no weapons systems. However, during OIF over 1,300 Army reservists were deployed to the fleet to serve as

"Guardian Mariners" aboard such ships heading into the Persian Gulf region. In all, CIVMARs aboard 26 vessels in the fleet manned by MEBA Officers helped keep our Navy at full fighting force during Operation Iraqi Freedom.

Early on in the action, MSC Vice Admiral David Brewer III asserted that, "When the people of Iraq are finally liberated, our civilian mariners will have played a vital role in delivering them their freedom via MSC ships that literally formed a steel bridge of democracy from the United States to Iraq. We deliver more than just cargo," he pointed out, "we deliver freedom."

MSC Prepositioning Vessels: First Out of the Gate

MSC's Afloat Prepositioning Program enables our military to get a leg up in the

(Below) The USNS TIPPECANOE, one of the MSC oilers in the Naval Force Auxiliary Fleet, gets ready to perform underway replenishment operations with a Navy ship sailing alongside.



early stages of a contingency. Stationed around the world, the vessels help transport military equipment and supplies to the U.S. Army, Navy, Air Force, and Marines and allow them to put their systems in place before they are needed. MEBA serves aboard a trio of these commercially-operated Prepo ships chartered by the MSC from MEBA-contracted Waterman Steamship Corporation and utilized in Operation Iraqi Freedom. Stationed in strategic locations around the world, they are maintained in a high state of readiness in order to deploy within 24 hours toward contingency locations.

The Commander of the U.S. Transportation Command, General John W. Handy, ascertained that, "once again, our nation has turned to its merchant mariners to project this country's might onto distant

(At right) MEBA Third Mate Mike Anderson carrying his gas mask with U.S. Army Capt. Jim Riely, 4th Infantry Division, in Shualba, Kuwait during discharge. Note part of CBR-D washdown system rigged in the foreground.

shores in order to preserve our freedoms and way of life." He noted that MEBA and the nation's seafaring workforce has "answered the nation's call, charged the gangways unhesitatingly and, in record time, ensured our readiness to surpass any challenge that might lie ahead!"

MEBA President Ron Davis confirmed that, "throughout the Nation's long history, our loyal U.S.-citizen merchant mariners have performed valiantly on U.S.-flag merchant ships during wars and national emergencies. Our Merchant Marine has been a key factor in every conflict and contingency since the American Revolution and we are proud of our participation in the liberation of Iraq. Our Merchant Marine has always been there for our country and we'll continue our

support as long as the tools of our trade - ships and jobs - are there."

Commercial Vessels: Vital to Our Strategic Goals

A steadily mounting number of U.S.-flagged commercial vessels are hauling cargoes that figure into Operation Iraqi Freedom and beyond. A number of commercial ships contributed in the early stages of the war by hauling war materiel overseas. But with our strategic goals in sight, the participation of these vessels largely circles around shipments of reconstruction and humanitarian aid. MEBA and other maritime interests, in an initiative spearheaded by the American Maritime Congress, worked toward and successfully won Congressional approval of language stressing the adherence to U.S. cargo preference statutes of a new multi-billion wartime supplemental funding bill that provides money for food and reconstruction aid. Under U.S. cargo preference laws, 100% of Department of Defense shipments, 75% of food aid cargoes generated by U.S. Agency for International Development (AID) and



The MSC Combat Stores vessel USNS SPICA sailing in Greek waters opposite the Hospital ship USNS COMFORT.

50% of all other AID cargoes (such as reconstruction material) are required to be transported on U.S. flag ships. A bipartisan group of lawmakers, fronted by Sen. Ted Stevens (R-AK) and Sen. Mary Landrieu (D-LA) helped shepherd that provision through Congress and onto the President's desk where it was promptly signed into law.

MEBA-contracted commercial vessels sailing in support of the war effort and subsequent food and reconstruction carriage include those operated by Central Gulf, E-Ships, Liberty Maritime, OSG Ship Management, Maersk Lines Ltd./USSM, Keystone, ASM, Horizon Lines and Waterman Steamship, but the list continues to grow.

Most likely because of the lightning-quick resolution of the war, the Government did not invoke the full provisions of the

Maritime Security Program, however many ships enrolled in MSP did (and continue to) carry Government cargo into the Persian Gulf region. MSP makes 47 militarily-useful commercial vessels available to the Government for use in times of contingency. The Program helps offset the inequities that raise costs of doing business under the U.S. flag thus allowing this fleet of ships to continue flying the Stars and Stripes. MSP has allowed U.S. flag bottoms to be available to carry what is a staggering amount of food and reconstruction aid to Iraq.

MSP also helps preserve a U.S. citizen mariner base that was a key factor in the availability of U.S. civilian sailors for the Government vessel workforce that sailed in support of OIF. In addition to the core MEBA Officers maintaining the plants on the nation's Ready Reserve Force vessels and LMSRs that are normally berthed in

ROS, a slew of U.S. mariners were needed to supplement the vessel crews when shifted into FOS. Programs such as the MSP that help mushroom the mariner pool are top priorities for the MSC and Maritime Administration. "In the wake of September 11th, having loyal American crews is even more crucial from a national security perspective," Captain Schubert pointed out. Vice Admiral Brewer agreed and reiterated that, "a healthy U.S. maritime industry is not only good for our economy, it is critical to our national defense." MSC is working closely with MarAd in search of solutions to preserve and further expand our critical mariner base.

But even as Admiral Brewer fretted over the state of our seagoing workforce he beamed with pride as he admitted that one concern he does not have is our mariners' willingness to serve. "They are hard-working, dedicated Americans who love our country and are intrinsically patriotic." U.S. civilian sailors "are indeed a vital part of our nation's armed services," Admiral Brewer proclaimed. ✕



Members gather on deck of the "mother of all RO/ROs," the RRF ship COMET, managed by Mormac Marine. Left to right are MEBA members C/E Pat Funk, 3/M Colin Vogel, 3/M Jim Christian, 2/M Sean Bogus and 3rd A/E Jerod White. C/M Dave Campbell took the photo.



MEBA officers aboard the LMSR USNS PILILAAU a few months before the ship was tapped to transport massive amounts of military equipment (and personnel) to our forces overseas. Left to right are 2nd A/E Witold Szyfter, 3rd A/E Kelth Turcotte, 1st A/E Gerald Murphy and 3rd A/E Chris O'Sullivan. Chief Engineer Phil Blaha took the photo.

MEBA-Crewed Govt. Vessels Involved in Operation Iraqi Freedom

MSC NFAF VESSELS

USNS ARCTIC -

Fast Combat Support Ship

USNS BIG HORN - Oiler

USNS CATAWBA - Ocean Tug

USNS COMFORT - Hospital Ship

USNS FLINT - Ammunition

USNS GUADALUPE - Oiler

USNS JOHN ERICSSON - Oiler

USNS JOHN LENTHALL - Oiler

USNS KANAWHA - Oiler

USNS KILAUEA - Ammunition

USNS KISKA - Ammunition

USNS LARAMIE - Oiler

USNS LEROY GRUMMAN - Oiler

USNS MOHAWK - Ocean Tug

USNS MT. BAKER - Ammunition

USNS NIAGARA FALLS -

Combat Stores

USNS PATUXENT - Oiler

USNS PECOS - Oiler

USNS RAPPAHANNOCK - Oiler

USNS SATURN - Combat Stores

USNS SHASTA - Ammunition

USNS SIRIUS - Combat Stores

USNS SPICA - Combat Stores

USNS TIPPECANOE - Oiler

USNS YUKON - Oiler

M/V CAPE HORN -

Roll-On/Roll-Off Ship

M/V CAPE HUDSON -

Roll-On/Roll-Off Ship

M/V CAPE KENNEDY -

Roll-On/Roll-Off Ship

M/V CAPE KNOX -

Roll-On/Roll-Off Ship

M/V CAPE ORLANDO -

Roll-On/Roll-Off Ship

M/V CAPE RACE -

Roll-On/Roll-Off Ship

M/V CAPE RAY - Roll-On/Roll-Off Ship

M/V CAPE RISE - Roll-On/Roll-Off Ship

M/V CAPE TAYLOR -

Roll-On/Roll-Off Ship

M/V CAPE TEXAS -

Roll-On/Roll-Off Ship

M/V CAPE TRINITY -

Roll-On/Roll-Off Ship

M/V CAPE VICTORY -

Roll-On/Roll-Off Ship

M/V CAPE VINCENT -

Roll-On/Roll-Off Ship

GTS ADM. WM. M. CALLAGHAN -

Roll-On/Roll-Off Ship

S/S CAPE GIBSON - Modular Cargo

Delivery System (MCDS) Vessel

S/S COMET - Roll-On/Roll-Off Ship

MSC LMSRs (MANAGED BY ASM/PATRIOT)

USNS BOB HOPE

USNS BRITTIN

USNS FISHER

USNS GILLILAND

USNS GORDON

USNS MENDONCA

USNS PILILAAU

USNS SEAY

USNS SHUGHART

USNS YANO

MARITIME PREPOSITIONING VESSELS (CHARTERED BY MSC FROM WATERMAN)

SS SGT MATEJ KOCAK -

Container & Roll-On/Roll-Off Ship

SS PFC EUGENE A. OBREGON -

Container & Roll-On/Roll-Off Ship

SS MAJ STEPHEN W. PLESS -

Container & Roll-On/Roll-Off Ship

READY RESERVE FORCE (RRF)

FLEET VESSELS

M/V CAPE DECISION -

Roll-On/Roll-Off Ship

M/V CAPE DIAMOND -

Roll-On/Roll-Off Ship

M/V CAPE DOMINGO -

Roll-On/Roll-Off Ship

M/V CAPE DOUGLAS -

Roll-On/Roll-Off Ship

M/V CAPE DUCATO -

Roll-On/Roll-Off Ship

M/V CAPE EDMONT -

Roll-On/Roll-Off Ship

M/V CAPE HENRY -

Roll-On/Roll-Off Ship



The Central Gulf vessel GREEN LAKE is one of the U.S. commercial vessels in a steadily growing list of ships supporting OIF by transporting military/humanitarian/reconstruction aid. GREEN LAKE is a car/truck carrier enrolled in the Maritime Security Program (MSP). MSP has enabled U.S. ships and crews to be available to support the war effort.

Ashore in Alaska: MEBA Wins the

Alaska, the "Last Frontier," is a state that sometimes seems a world away from the rest of Uncle Sam's domain. But a little isolation won't make the MEBA sway from its mission of protecting our men and women who are doing an honest day's work. We're toiling in the engine rooms of the oil tankers that bring in cargoes of black gold to the 'lower 48'. Most members also know we crew the network of ferries that make up the Alaska Marine Highway System but fewer realize

that the MEBA pulse beats strong in the heart of the capital of our largest State - our Union represents the workers that are the lifeblood of the City and Borough of Juneau (CBJ).

In a Union dominated by mariners, MEBA represents about 51 percent of the Juneau workers including firefighters, airport workers, public works employees and a number of other crucial services that keep the city running.

Our Executive Vice President Bud Jacque, who is in charge of the West Coast, ensures that our members in the 49th State get a fair shake as they keep the city of Juneau operating at full steam. Our Branch Agent in Seattle, John McCurdy, also helps keep a smooth running engine in the State and joins Bud

Jacque as a Vice President on the Alaska AFL-CIO further boosting our influence in this vast rustic wilderness budding with opportunities. The Union's former Representative in Juneau, MEBA member Greg O'Claray, gained notice from some of Alaska's heavy hitters over the years. When influential U.S. Senator Frank Murkowski (R-AK) got the nod as State Governor in 2002 for a four-year term, he made a very wise choice when he appointed O'Claray as Alaska's new Labor & Workforce Development Commissioner. Although Greg's duties have increased exponentially, his pursuit of justice for working men and women has not waived in his new capacity.

MEBA President Ron Davis made sure our members in Alaska inherited a worthy replacement for Brother O'Claray and that goal was met with the appointment of Ben Goldrich as our new Juneau Representative. Ben, who is a longtime CBJ worker himself, hit the ground running. He recently told the *Marine Officer* about two cases where the Union, with the help of Joe Geldhof, MEBA's attorney in Alaska, stepped to the plate to help ensure protections for two of our members.

"Lars Love is a longtime member serving as an airport maintenance worker. While changing a fluorescent light bulb up on a tall ladder back in 1996, he got hung up on a steel beam and injured his shoulder on the job. Over the next few years, he underwent repeated injections to help with the pain and also took therapy that gave him temporary relief. Lars is a big tough guy and only went back to the doctor when the pain was too intense. His doctor eventually referred him to a shoulder specialist in Seattle when it was determined that surgery was his only option for relief. Just



(Left) Shop steward and lead mechanic Bob Vos and mechanic Stan Kasner, Capital Transit.



(Middle) Building maintenance workers. Left to right is Cort Franklin, George Pleasants, and shop steward Steve Church. (Below) Our new Rep. in Juneau Ben Goldrich (l) with Sen. Lisa Murkowski and MEBA's Alaska lobbyist Don Kubley. The Senator was appointed to that position after MEBA friend Frank Murkowski was elected Governor of the State.



Tough Ones

about the time of his scheduled surgery, the State's understaffed medical facilities were boosted by the addition of a new surgeon. However, the new surgeon was not a shoulder specialist and Lars' doctor believed his condition merited one. But workers comp denied Lars his travel and lodging fees on the grounds that a surgeon could have performed the procedure in Juneau.

Joe Geldhof, filed an appeal on Lars' behalf. The Workers Comp Board heard the appeal on January 14, 2003. They concluded that, in fact, "adequate medical facilities were not available in Juneau," and that Lars was justified in traveling to Seattle for his surgery. Furthermore, they noted that Lars should be commended for trying to save his employers great sums of money. The Board also found that, "the employee's counsel was instrumental in obtaining benefits sought by the employee...The employee's counsel was an effective advocate for his client." In other words, Joe did a great job for this grateful MEBA member.

Another story along this line involves a member named Dave Koko. Dave has been the shop steward for CBJ harbor employees since MEBA began representing them. Recently, he had both of his hips replaced with prior approval of CBJ's insurance carrier. The surgery took place in Chicago and was performed by a specialist. This doctor used a "less invasive" procedure than the normal hip replacement process promising less recovery time, less pain, and a quicker return to work. But because the procedure utilizes a different "code," it was re-flagged, and Dave was staring at \$72,000 in medical bills.

Again, Joe Geldhof appealed these denials to the point where a teleconference was set up. Ultimately, Joe convinced the insurance company to pay up - and our member was free and clear. Dave was more than grateful



MEBA member Jeremy Kostenko who helps keep the city going.

as the weight of a massive medical bill had been weighing on his mind for months.

We are currently in the process of negotiating a new harbor and CBJ municipal contract. Harbor employees have been working under their old contract since it expired on December 31, 2002. When a new contract is signed they will get retroactive pay. There are about 15 full-time harbor employees as well as 15 to 20 seasonal employees. The municipal contract expires on June 30, 2003. The single biggest issue besides wages, is healthcare. CBJ employees pay nothing under the current contract for their healthcare. It is expected that the city will ask our members to contribute to their healthcare costs and to go to a tiered program. Both are new to CBJ workers. It's the shop stewards and the other employees who contribute to the Union that do the real work for no additional pay and little acknowledgment. Both CBJ as well as the Harbor are looking at three-year deals. Along with Bud Jacque and John McCurdy I have been working hard on the new contracts, but that's what I get paid for." ✕

Harbor employees left to right, Betty Moore, Brad Rider, Greg Craig, shop steward Dave Koko, Kyle Nelson and Gary Ausec.





AMC-MEBA Strengthened

Gloria Cataneo Tosi
President, American Maritime Congress

Now that we are one-third of the way through 2003, and Congress has returned from its Spring Recess, it is time for an update. For starters, there have been important, positive developments both in the structure and capability of AMC as an organization and in the legislative arena in which we work on Capitol Hill. This year began with an excellent start.

AMC Reorganization. As you know, last year AMC was restructured to become a joint labor-management association in order to enhance its maritime impact by combining the individual legislative, political, and job-oriented strengths of AMC and MEBA into a seamless partnership. The military has a term that describes this well. They call it a "force multiplier." This will benefit AMC and MEBA as well as the entire U.S.-flag maritime industry.

We were able to establish this new partnership because President Davis made it a priority early on. And this effort has been particularly timely as events are placing a premium on unity. The critical effort to reauthorize and expand the vital Maritime Security Program is now in high gear. Cargo for our ships too often is at risk from bureaucrats for whom U.S.-flag preference is a principle not to honor but to evade. Contracts for government sealift vessels are more vital than ever to our contracted companies and MEBA jobs. With these and other challenges before us, maximum effectiveness in organization and accomplishment is *not* an option. It is a necessity.

I am pleased to report on two new important developments concerning AMC. The first is the election of President Davis to the Chairmanship of AMC's Board of Directors at AMC's February 2003 Board meeting. Furthermore, AMC's Board has been expanded and is now made up of equal numbers of company employers and union officials - six employer directors and six union directors - to reflect the enhanced AMC/MEBA partnership. As President Davis has stressed, "our new partnership demonstrates that labor and management will be working arm-in-arm to ensure that the U.S. Merchant Marine, whose vessels are crewed by loyal U.S.-citizen mariners, continues to serve as the

Nation's Fourth Arm of Defense and as promoter of American commerce around the world."

The second development is that John A. Gaughan, Maritime Administrator during the Reagan Administration, and, most recently, President of First American Bulk Carrier Corporation, has joined AMC as Vice President of Government Affairs. This is a new position established as part of AMC's reorganization. A major focus of John's work will be outreaching to Executive Branch agencies — military and civilian — to emphasize the value of the U.S. Merchant Marine to our country and to highlight the value and capabilities offered by AMC member companies and the professionalism and skills of their MEBA crews.

Legislative Activities. I am pleased to report that in this area there have already been several positive developments.

The first concerns guaranteeing cargo — and the MEBA jobs that go with it — for ongoing military operations, humanitarian work, and the postwar reconstruction in Iraq. As I have said in columns before in the *Marine Officer*, U.S. Government officials and contractors (who, of course, want "Buy American" where their jobs and contracts are concerned) often will seek any way possible to avoid using U.S.-flag ships to carry cargoes generated by our government and paid for by the American taxpayer.

Iraq is just the latest example. After the Administrator of the United States Agency for International Development (USAID) recently invoked "emergency" powers in order to avoid using a U.S.-flag bulk ship to carry food aid to Afghanistan, AMC and MEBA decided that it would be important to re-emphasize the application of cargo preference laws to our Nation's efforts in Iraq. The legislative vehicle was the special \$78 billion wartime and reconstruction supplemental spending bill that the President sent to Congress shortly after the war began. This bill was on a fast track (it had to be finished before the Spring Recess), and it contained a number of "notwithstanding any other provision of law" phrases that could have been used to circumvent cargo preference requirements. Furthermore, it was clear that most of the prime contracting work for reconstruction would be in the hands of a small

In everything we do this year in Washington, MEBA's role in the war to liberate Iraq and in the post-war reconstruction of that country, will be front and center.

ies

number of American contractors that have less than stellar records on cargo preference.

We began our efforts by preparing and sending to Senator Ted Stevens (R-AK) Chairman of the Appropriations' Committee and other committee members, a coalition letter signed by maritime labor, AMC and other associations, and the Transportation Trades and Maritime Trades Departments of the AFL-CIO. This was followed, after work by AMC and MEBA, by a strong bipartisan pro-cargo preference letter to Chairman Stevens from seven important and influential U.S. Senators. Then, working with representatives of MEBA-contracted ship operators and ourselves, Senator Mary Landrieu (D-LA) received Senator Stevens' approval to place her pro-preference amendment in his "Chairman's package" to the urgent appropriations' bill. Senator Landrieu's provision, which re-affirmed the application of military, foreign aid, and Export-Import Bank cargo preference laws to funds spent under the bill, was part of the Senate-passed version of the measure. It remained in the final legislation, or so-called Conference Report, approved by the Senate and the House and was signed into law by the President on April 16th.

At the same time we worked jointly with a broad-based coalition supporting food aid (private charitable relief groups and farm group representatives) to add, successfully, \$369 million for American food aid, above and beyond the Administration's request. This means hundreds of thousands of tons of additional cargo will be available for MEBA-contracted liner and bulk vessels. And cargo means jobs.

MEBA and AMC have also been working to accomplish other important legislative initiatives. The AMC/MEBA-led effort to repeal the U.S. Customs Service's costly and time-consuming duty on non-emergency repairs made to U.S.-flag vessels on the high seas is already progressing well on its way to enactment. Working with House Ways and Means Committee Chairman Bill Thomas (R-CA) and senior committee member Congressman Jim McCrery (R-LA),

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our provision eliminating retroactively this Customs' vessel repair duty passed the House as part of the Miscellaneous Trade and Technical Corrections Act of 2003 on March 5th. Supported by Senators Trent Lott (R-MS) and John Breaux (D-LA), an identical repeal provision has been approved by the Senate Finance Committee in its version of the same legislation. With this strong foundation in place, we are confident we will see the repeal of the rule enacted into law this year.

We have also continued the critical effort to have an extended and expanded Maritime Security Program (MSP) in place when the original MSP expires in September 2005. President Davis and I have each been working with House Armed Services Committee Chairman

Duncan Hunter (R-CA) who not only successfully shepherded the MSP legislation through his committee last month, but has seen to it that the new Program is part of the 2004 National Defense Authorization legislation as passed by the House.

Every one of these developments is aimed at achieving our shared objectives of "ships and jobs." We are off to a good beginning in 2003, and we intend to keep up the momentum throughout the year.

Finally, I cannot end this column without emphasizing the importance, not just to our country but also to our work here in Washington, of the role that MEBA members and other merchant mariners have played by answering our Nation's call to serve under Operation Iraqi Freedom. Whether it is by serving on an RRF vessel, an LMSR, a U.S.-flag commercial vessel carrying military supplies and food aid to the Persian Gulf, or a U.S.-flag commercial vessel in normal service supporting our economic needs, MEBA members have shown the country, Congressmen and Senators once again why America needs a strong Merchant Marine. In everything we do this year in Washington, MEBA's role in the war to liberate Iraq and in the post-war reconstruction of that country, will be front and center. ✕

Flags of Convenience are Tools fo

One of the world's most influential multi-national trade organizations has just recognized an ugly fact that maritime union members have known about or suspected for years: The flag-of-convenience (FOC) system is happy to provide hiding places for tax chiselers, crooks and even terrorists.

That was the conclusion of a new report from the Organization of Economic Cooperation and Development (OECD). Released in March, the OECD's Maritime Transport Committee report concluded that it "is very easy, and comparatively cheap" for shipowners to conceal their identities from legitimate law enforcement agencies. FOC vessels are registered in and fly the flag of a country different than its ownership. This allows the ship owner to evade taxes, safety and environmental statutes and shackle workers to poor wages and working conditions.

But why would shipowners want to conceal themselves from law enforcement?

They "may wish to remain anonymous... for reasons that are absolutely illegal, such as criminal activity or money laundering,"

the report noted. Indeed, the flag-of-convenience system works to "assist those who may wish to remain hidden because they engage in illegal or criminal activities, including terrorists."

FOC a Threat to Security

The OECD's attention to this subject at this time is a direct result of the terrorist attacks of Sept. 11, 2001. The post-9/11 emphasis on security has reached into the formerly obscure issue of the "transparency" of merchant vessel ownership – particularly in the wake of scattered reports that some merchant ships may be owned or controlled by the Al Qaeda terrorist network.

In March 2002, the OECD's Maritime Transport Committee created an Ad Hoc Working Group on Security to identify a series of security issues that deserved top priority. At the very top of the list was the ownership and control of vessels, an issue that is tied directly to the business practices of flags-of-convenience.

In drafting this new report, the OECD said that it "starts with the premise that terrorists will use any available method to prepare for, and execute, acts of terror. It

has been widely recognized by all countries under the threat of terrorism that ships are an obvious, and potentially devastating, source of terrorist acts."

And the OECD report found that many flag-of-convenience countries have no effective means of controlling the ownership of the vessels in its registry, even if they wanted to. Some ship registries brazenly advertise that they offer anonymity to shipowners. The report pointed to the Marshall Islands, in particular, as a flag that seems to encourage this, even to the point where the methods of hiding ownership were detailed on the register's Web site.

But the report doesn't single out the Marshall Islands. "Similar arrangements can be found in all open registers," the OECD noted. The report identified thirty-two countries that offer some degree of secrecy for owners, even though it was admitted that the list of 32 could not be considered exhaustive.

Tony Sasso, the MEBA's International Transport Workers' Federation (ITF) Inspector in south Florida, said the OECD report adds another dimension to his work. "Over the years, as I've boarded these ships, I have been angered by the countless examples of greed and exploitation. Now I add another emotion - fear - fear that any one of these ships could be a dream come true for some deranged terrorist," he said.

FOC Countries Complain

The report struck a raw nerve among those ship owners, financiers and lawyers who profit from the flag-of-convenience business.



MEBA's Executive V.P. Bud Jacque helps battle the FOC menace through his involvement in the ITF. Vice Chair of the North America Seafarers Section of the ITF, Bud is also a Board Member on ITF's Cruise Ship Task Force. Left to right is John Fay, Executive V.P. SIU Cruise Ship Task Force, Vadim Ivanov, Director Foreign Relations Seafarers Union of Russia and MEBA Executive V.P. Bud Jacque.

errorists

Hitting the hardest was the OECD's discussion of "bearer shares," securities that convey ownership of a vessel to any individual who has physical possession of the shares. The report called bearer shares "the ultimate cloaking device" because they allow "near total anonymity, as well as the ability to instantly transfer ownership by simply passing the shares from one person to another."

That set up a howl of protest from Ramon Franco, a partner in the Panamanian law firm of Franco & Franco. Speaking to an audience of ship owners in the United States shortly after publication of the report, Franco complained that Panama was the victim of "discrimination." He noted acidly that the OECD exempts tax haven countries like Switzerland and Lichtenstein from its guidelines on fiscal reporting, yet criticizes flag-of-convenience countries for very similar practices.

Some other criticism of the OECD report has arisen, but for the most part the flag-of-convenience industry is trying to keep a low profile. With the post-9/11 emphasis on security, they know it is impossible for them to defend themselves against criticism in the OECD report.

The next step for the OECD is to "identify what remedies could be applied to ensure adequate transparency," and this will certainly be a new battleground in the fight over flags-of-convenience. A second report from the Maritime Transport Committee is expected before the end of the year. ✕

For the full text of the OECD report, visit the Web site, www.oecd.org. Use the search function to locate "Report on Ownership and Control of Ships." Related materials can be found at "Maritime Transport Committee."

New 401(k) Plan Investment Option

Fidelity Equity-Income Fund has been added to the MEBA Pension Trust 401(k) Plan.

Fidelity Equity-Income Fund

Fund Code: 00023

What it is: A growth and income mutual fund.

Goal: Seeks to provide reasonable income. In pursuing this objective, the fund will also consider the potential for capital appreciation. The fund seeks to provide a yield that exceeds the composite yield of the S&P 500® Index.

What it invests in: Normally invests at least 80% of its assets in income-producing equity securities, which tends to lead to investments in large cap "value" stocks. The fund may potentially invest in other types of equity and debt securities, including lower-quality debt securities. Lower-quality debt securities involve greater risk of default or price changes due to potential changes in the credit quality of the issuer. The fund may invest in securities of domestic and foreign issuers. Share price and return will vary.

Who might want to invest:

- Someone who is looking for income from a fund invested in stocks and bonds.
- Someone who wants the potential for long-term growth, and who wants to be invested in the stock market for its long-term growth potential.

Footnotes:

The S&P 500® Index is a registered service mark of The McGraw-Hill Companies, Inc., and has been licensed for use by Fidelity Distributors Corporation and its affiliates. It is an unmanaged index of the common stock prices of 500 widely held U.S. stocks that includes the reinvestment of dividends.

Other Investment Options are:

- | | |
|---|---|
| • Fidelity Retirement Government Money Market Portfolio | • Fidelity Equity-Income Fund |
| • Fidelity Short-Term Bond Fund | • Fidelity Magellan® Fund |
| • Fidelity Ginnie Mae Fund | • Fidelity Contrafund® |
| • Fidelity Fund | • Fidelity OTC Portfolio |
| • Fidelity Growth & Income Portfolio | • Fidelity International Growth & Income Fund |

You can also find out more about your new investment option at www.401k.com under the Funds tab or by calling Fidelity at 1-800-835-5092 Monday through Friday from 8:30 a.m. to 8 p.m.

The Final Voyage

GEORGE BROWN

George Brown steamed into the sunset on March 25, 2002 at the age of 85. He signed up as part of the Brotherhood of Marine Officers in 1963. Brother Brown earned almost 18 years of pension credit during his seagoing career that stretched until 1980. He retired to Mount Airy, MD and joins his wife Helen who died in 1996.

WALTER B. CRANDALL

Walter Crandall sailed toward safe haven on May 18, 2002 at the age of 81. He enjoyed a lengthy seafaring career that wound down in 1965 upon his retirement. Brother Crandall was a resident of North Bellmore, NY and joins his wife Agnes who died in 1998. He is survived by his children Arline and Corine.

JAMES L. DAVIS

James Davis slipped beneath the waves on April 22, 2002 at the age of 91. He had wrapped up his seagoing career in 1976, a year after his last shipping job with American Bear Steamship. Brother Davis was a resident of Dunedin, FL and is survived by his wife Cecilia and son Lawrence.

JOHN R. DOBBINS



John Dobbins crossed the great divide on September 6, 2002 at the age of 87. Accumulating over 37 years of pension credit in an extremely lengthy and colorful career, Brother Dobbins sailed on behalf of Union and country from the early years of the U.S. involve-

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.

ment in World War II until his retirement in 1980. He lived in Camptonville, CA and is survived by his wife Ruth.

GEORGE LATIEF

George Latief set course for calmer waters on July 9, 2002 at the age of 73. He joined up with the MEBA in 1965 and sailed with various contract companies including Keystone Shipping until his retirement in 1985. Brother Latief lived in Orange, TX and is survived by his wife Gloria.

MILTON B. JACKSON

Milton Jackson made his final crossing on January 19, 2002 at the age of 91. A retiree since 1970, Brother Jackson had accrued over 25 years of pension credit that served him well following his MEBA years. A resident of Farnham, VA, he is survived by his wife Emma.

BALTAZAR C. JEREZ

Baltazar Jerez sailed toward distant lands on June 17, 2002 at the age of 80. Born in Puerto Rico, he moved to Kissimmee, FL in 1993 where he enjoyed his retirement. He sailed in both World War II and Korea for his country before joining the Union and serving as port engineer in Puerto

Rico. Brother Jerez is survived by his wife Matilde, daughters Elizabeth, Ivorine and Yvette, as well as sons Ruben and Anthony.

WERNER G. JOHNSON

Werner Johnson ended his earthly career on April 4, 2002 at the age of 82. A longtime member, he had accumulated almost 29 years of pension credit before he hung up his calipers in 1977. He last sailed for Sea-Land Service in 1976 before retiring to Orinda, CA. Brother Johnson is survived by his sons Michael and Stephan.

ELEFTHIS KARAOGLANIS

Elefthis Karaoglanis pushed off toward his final frontier on June 23, 2002 at the age of 84. A member since 1966, Brother Karaoglanis worked various night relief jobs before his retirement in 1983. He was a resident of Stone Mountain, GA.

ROBERT KAROLL

Robert Karoll sailed into the next life on March 21, 2002 at the age of 77. His retirement years began in 1966 after a MEBA career that netted 20 years of pension credit. Brother Karoll was a resident of Orlando, FL and is survived by his wife Elizabeth.

FRANK KRANZ

Frank Kranz set sail for uncharted waters on April 26, 2002 at the age of 88. Brother Kranz was a longtime member who earned almost 35 years of pension credit as he sailed for Union and country until his retirement in 1979. He was a resident of Houston, TX and is survived by his wife Beatrice and son John.

RICHARD K. LANGLEY

Richard Langley crossed the final bar on March 17, 2002 at the age of 60. He was a third generation MEBA member - the colorful story of the Langleys appears in the *Marine Officer* Christmas issue of December 2000. Brother Langley accumulated over 20 years of pension credit before filing for retirement in 1994. He lived in Mobile, AL and is survived by daughters Valkrie Norris and Teresa Lartique as well as his son Richard Langley, Jr.

WILLIAM H. LEMMING

William Lemming sailed into the sunset on March 21, 2002 at the age of 75. A member who joined the Union in 1951, he worked for various MEBA-contracted shipping companies including American President Lines. Brother Lemming retired to Olympia, WA in 1996 and is survived by his wife Tina and daughters Linda and Lana.

KAZIMIR MARASOVIC

Kazimir Marasovic eased into eternity on April 30, 2002 at the age of 88. A Bosnian refugee who saddled up with the MEBA in 1944, Brother Marasovic sailed for various shipping companies including U.S. Lines en route to his retirement in 1981. He was a resident of Las Vegas, NV.

ROBERT MCCONNELL

Robert McConnell stood his final watch on May 14, 2002 at the age of 81. He had a long and accomplished MEBA career that began in 1944 and wrapped up in 1985 following a final stint with American President Lines the year before. Brother McConnell was a resident of Vancouver, WA and is survived by his wife Victoria.

GEORGE MELLIS

George Mellis made his last muster on February 20, 2002 at the age of 91. He finished up his seagoing career with the MEBA in 1964 and was enjoying his retirement years in Hamilton Square, New Jersey. Brother Mellis is survived by his daughter Helene Hill.

GEORGE F. MOORE

George Moore reached his final shore on March 9, 2002 at the age of 84. A member since 1961, Brother Moore had an active career with the Union over the next 20 years before calling it a career in 1981. He was a resident of Chocowinity, NC and joins his wife who died in 1992. He is survived by his son George Jr.

GEORGE H. NELSON

George Nelson sailed off toward his final port call on May 28, 2002 at the age of 60. Brother Nelson had joined up with the MEBA in 1968 and amassed over 27 years of pension credit before beginning his all-too-brief retirement in 1997. He last went to sea under MEBA contract in 1996 with Matson Navigation. He was a resident of Palestine, TX.

ROBERT M. OWEN

Robert Owen steamed into the sunset on March 15, 2002 at the age of 76. Brother Owen enjoyed a long and prosperous career with the MEBA before beginning his almost 34 year retirement. He was a resident of Savannah, GA and is survived by his daughter Robin Anderson.

NICKOLAS PASINOSKY

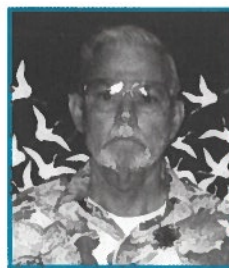
Nickolas Pasinosky set sail for uncharted waters on April 13, 2002 at the age of 88. Sailing Great Lakes jobs for the Brotherhood of Marine Officers, Brother Pasinosky filed his retirement papers in 1974. He was a resident of Calais, ME.

CHARLES P. ROUSELY

Charles Rousely sailed into safe harbor on March 26, 2002 at the age of 87. He had a long and vivid career with the MEBA that spanned from the early 1940's - in which he sailed in support of the war effort - until 1980 when he finally settled down. He last sailed under MEBA contract for Sea-Land Service in 1979. Brother Rousely was a resident of Delray Beach, FL.

RAYMOND E. SCOTT

Raymond Scott sailed into the next life on October 1, 2002 at the age of 79. He first became a Union brother in 1958 and plied the waves over the next 27 years. Raymond sailed in support of his country during World War II, Vietnam and came out of retirement to ship out in Operation Desert Storm. He lived most of his life by the ocean when he wasn't sailing and died on Bird Island in Galveston, TX. Appropriately, he was buried at sea. Brother Scott is survived by many loving family members and friends.

OSCAR F. SOUTHWELL

Oscar Southwell eased into the firmament on August 16, 2002 at the age of 72. He had signed up with the MEBA in 1970 and

strung together many productive years that resulted in over 21 years of pension credit. He last sailed under MEBA contract for Sea-Land Service in 1996 before retiring to Encinitas, CA. Brother Southwell is survived by his wife Eleanor and his children Renee, John and Ernest. ✕

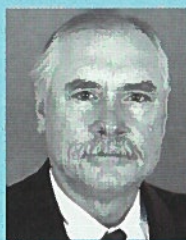
DIRECTORY

MEBA STAFF

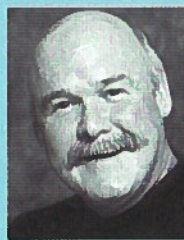
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Assistant to the President
William P. Doyle, Legal Representative
Mark S. Gallagher, Contracts
Ann Holmes, Executive Secretary
Robert Martin, Organizing Director
Eric C. Pittman, Comptroller
David J. Tubman,
Director of Government Affairs



Ron Davis
President



Cecil McIntyre
Secretary-Treasurer



Louie "Bud" Jacque
Executive Vice
President



Don Keefe
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Vice President



Marc Huber
Gulf Coast
Vice President

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MEMBERS AT WORK

Photo #1: MEBA members aboard the RRF vessel CAPE RAY helped transport critical military equipment and personnel bound for Iraq. Armed to the teeth, from left to right, are MEBA Captain Rick Taylor, 3rd Mate Pete Francisco, Chief Engineer Greg Freeman, Chief Mate Mike Cummings and 1st A/E Dave Andersen.



1

Photo #2: Chief Engineer Joe Semon, with his ship, the USNS CATAWBA, a Military Sealift Command ocean tug in the background. The vessel was hauling debris from the war zone.



2

Photo #3 and #4 MEBA member Andrew Glassing outside of Dubai, UAE, with a local man who was on his way to the camel race-track. MEBA's Glassing totes a Mossberg 12-gauge (opposite photo). Members get certified in handling such weapons in the Small Arms course that the Calhoun MEBA Engineering School offers.



3



4

Photo #5: Longtime member and MEBA official in Norfolk Tom Lilley (right) filed for retirement after a productive and distinguished run with the Union. After serving in the Army Airborne Infantry in Vietnam for several years, the earthy Calhoun School graduate made membership in late 1977. He resurrected the Norfolk hall and kept it shipshape while serving five MEBA Administrations as an official. Great job Tom! Thank you! In this photo he is seen making a ship visit on the USNS YANO with C/E Pete Ryan.



5

Photo #6: Aboard the RRF ship CAPE ALEXANDER tied up next to the CAPE AVINOF in Baltimore. MEBA members from left to right are C/E Tim Croke (AVINOF), 1st A/E Mark Zalenski (AVINOF), Chief Mate Mark Bolster (AVINOF), 1st A/E Steve Jablonski (ALEXANDER) and 3rd A/E Jim Adams (ALEXANDER). The MEBA family was upset to learn that Tim Croke unexpectedly died in an auto accident in May. Rest in Peace, Brother.



6

TRANSCOM Salutes MEBA



UNITED STATES TRANSPORTATION COMMAND
508 SCOTT DRIVE
SCOTT AIR FORCE BASE, ILLINOIS 62225-5357

18 March 2003

Mr. Ron Davis
President
National Marine Engineers' Beneficial Association
444 North Capitol Street, Suite 800
Washington DC 20001

USNS MENDONCA,
one of the LMSRs
that has enabled the
wildly successful
sealift during
Operation Iraqi
Freedom.



Dear Mr. Davis

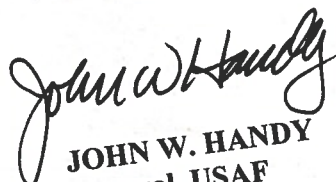
On behalf of the United States Transportation Command, I extend our collective and sincere thanks to you and every member of the National Marine Engineers' Beneficial Association (MEBA). America's military now stands ready in Southwest Asia, owing in large measure to your remarkable leadership and the matchless performance of every MEBA member.

We proudly salute the exemplary patriotism, dedication, and professionalism of the more than 280 MEBA seafarers currently at sea. Once again, our nation has turned to its merchant mariners to project this country's might onto distant shores in order to preserve our freedoms and way of life. Today, your MEBA seafarers have answered the nation's call, charged the gangways unhesitatingly and, in record time, ensured our readiness to surpass any challenge that might lie ahead!

Responding immediately, your MEBA mariners were directly responsible for the rapid activation of some 40 vessels of the Ready Reserve Force. These actions proved critical to the early movement of ammunition, tanks, aircraft, vehicles, and other war fighting needs. Now embarked on over 30 vessels, MEBA mariners continue to deliver critical combat material to our war fighters. Simply put, we are prepared today because of your mariners' impressive courage and determination.

In times of crises, our "island nation" has always relied upon the willing sacrifice, skill, and heroics of its merchant mariners. You and your MEBA mariners perpetuate that sterling legacy of service, patriotism, and bravery. You have our greatest respect and admiration. We salute you with pride as you provide combat power to our war fighters at this critical moment in our nation's history.

Sincerely


JOHN W. HANDY
General, USAF
Commander



CAPE TAYLOR, a Beaumont,
Texas berthed ship loading
up military cargo in support
of our troops.