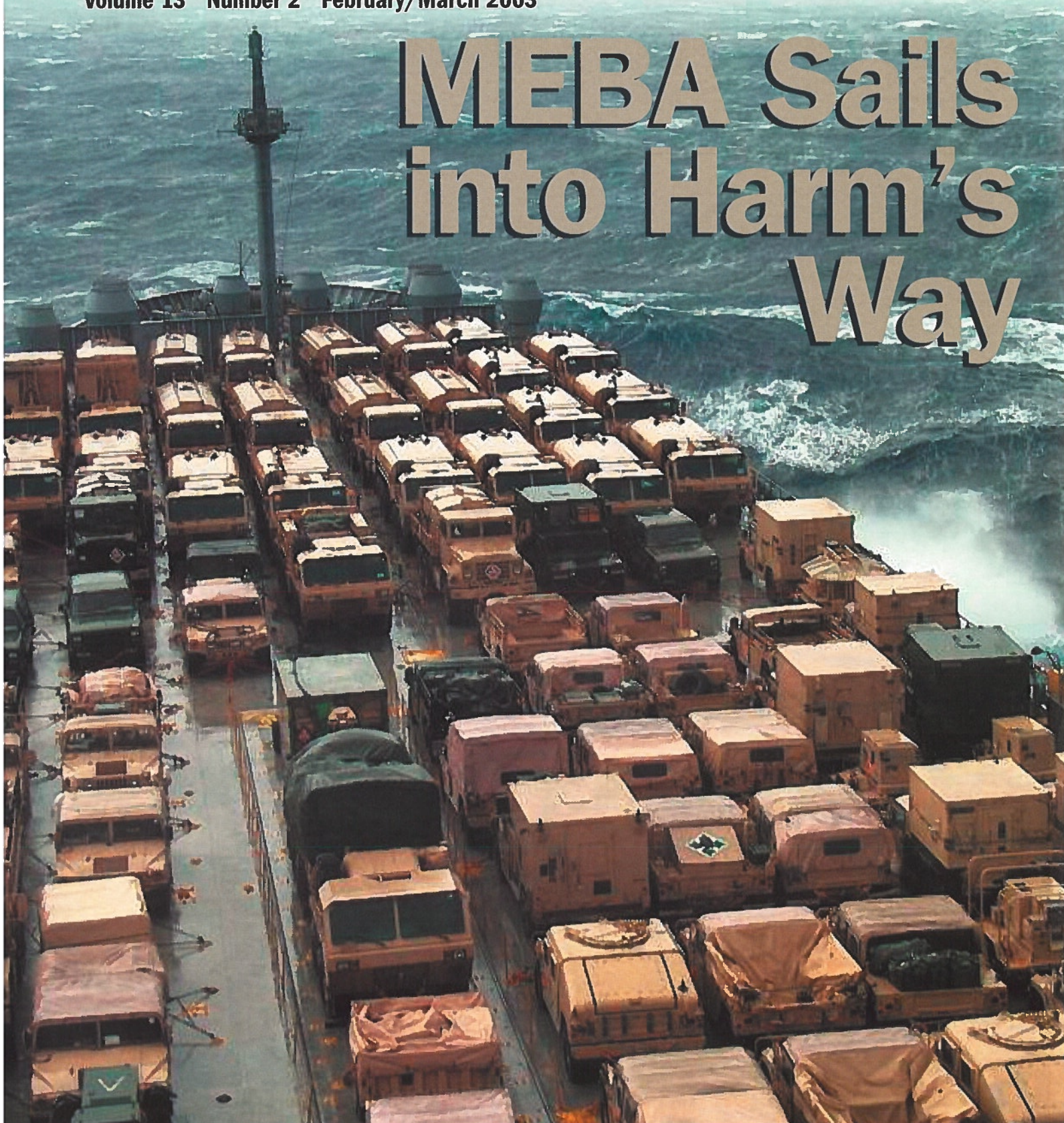


Marine Engineers' Beneficial Association

Marine Officer

Volume 13 Number 2 February/March 2003

MEBA Sails into Harm's Way





Ship's Telegraph 4

Legislative: Taking Our Message to Capitol Hill 8

Activation 12

New HIPAA Privacy Rules 14

AMC Perspective 16

Finished with Engines 19

Members at Work 23



ON THE COVER

MEBA Sails Into Harm's Way

The RRF vessel CAPE TEXAS battling choppy seas in the Mediterranean as it delivers a full load of military hardware to our troops stationed overseas. As we have for over 128 years, MEBA members continue to rise to the challenge when our country calls.

Photo courtesy of USTRANSCOM

Marine Officer

(ISSN No. 10759069) is published bi-monthly by District No. 1-PCD, Marine Engineers' Beneficial Association (AFL-CIO)

Periodicals Postage Paid at Washington, DC

444 N. Capitol Street, NW, Suite 800, Washington, DC

POSTMASTER:
Send address changes to the Marine Officer, 444 N. Capitol Street, NW, Suite 800, Washington, DC 20001-1570.
Tel: 202-638-5355;
Fax: 202-638-5369.

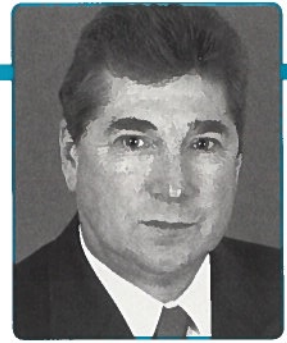
The Marine Engineers' Beneficial Association is the nation's oldest maritime labor union, established in 1875. MEBA represents licensed engine and deck officers aboard seagoing vessels, ferries and government-contracted ships.

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

Visit the MEBA website at www.d1meba.org

Marco Cannistraro
Editor-in-Chief

Phone: (202) 624-1668
E-mail: editor@d1meba.org



Our Country Calls – MEBA Delivers

I want to thank the MEBA members and Union officials for another outstanding job as we once again delivered when our Government announced the no-notice activation of half the Ready Reserve Force (RRF) fleet for overseas deployment. We met the challenge head-on and crewed up every MEBA-manned ship slotted for military cargo carriage – each within 24 hours.

As this issue goes to press, we are serving on 22 RRF vessels, 10 LMSRs, and a number of Military Sealift Command civilian-crewed support ships providing a lifeline to U.S. Naval ships deployed overseas. Every member can take pride in how MEBA members volunteered and answered the call to duty.

This activation underscores an important issue we must continue to press on Capitol Hill – that the force of the U.S. military rests on the strength of the U.S. Merchant Marine. MEBA and its licensed marine engineers and deck officers are able to meet our nation's crewing challenge because of government policies such as the Maritime Security Program, the Jones Act, and Cargo Preference statutes that support our vital U.S. flagged shipping industry in times of peace. Though our nation's pool of loyal American mariners remains critically low, and the U.S. commercial fleet is just a fraction of its size a generation ago, meeting the activation call-up proves that these maritime policies work.

Now we must convince our friends on Capitol Hill and the Administration why they should remain concerned about crewing shortages and why our nation needs a bolstered and cohesive maritime policy.

In a recent *New York Times* article, the leader of the Navy's Military Sealift Command Vice Admiral David Brewer III estimated that 100 foreign-flagged ships might be used in the current campaign in the Persian Gulf. In my opinion, that is 100 ships too many. It is dangerous and unacceptable for America to rely on foreign-flagged vessels for nearly one-third of our sealift capacity. Today, many countries that supply a great number of the world's seafarers are opposed to intervention in Iraq. Who knows if foreign crews will sail into harm's way to deliver supplies for a war that is opposed by their home countries. After all, one only has to look at the last conflict with Iraq for examples of foreign flag vessels carrying American military supplies that refused to sail into danger. The best way to guarantee that the United States can reliably project its military force is to have a strong U.S.-flag commercial fleet with a sufficient number of U.S. citizen merchant mariners available to do the job.

Changing gears, I want to give you an update in regard to the situation with the American Maritime Officers. Recently, and with little warning, the AMO attempted to re-enter the AFL-CIO, with the protections it affords, through another maritime union. The MEBA lobbied vigorously and successfully to the leadership of the AFL-CIO that this was simply unacceptable. For too many years the AMO has operated outside the House of Labor, attempting to raid its affiliates. Now that the MEBA is fighting back, AMO is running scared and looking for a safe haven. If the AMO is to someday return to the labor

movement as a reformed and respectable union, it can only do so under the National MEBA. I've told AFL-CIO President John Sweeney that anything less is unacceptable.

• • •

Finally, during January and February I had the pleasure of visiting with many of our members and affiliates from Juneau, Alaska to Panama. I am pleased to report that morale is high among the members of MEBA's family. I was especially happy to find that our members in the City & Borough of Juneau (CBJ) feel strongly that they are very much a part of our Union, even if some of our maritime concerns seem unrelated to their daily lives. CBJ is indeed an important and valued part of our family, and they were happy to know that the elected leaders of our Union are committed to providing the attention and the service that should be the hallmark of a democratic and forward looking labor union. ✕

Ron Davis

Ron Davis



The USNS INDOMITABLE was transferred to NOAA where it will be converted and inserted into NOAA's research vessel fleet. Expert MEBA hands will guide the ship.

MEBA to Crew Newly Transferred MSC Ship to NOAA Fleet

The U.S. Navy's Military Sealift Command transferred control of ocean surveillance ship USNS INDOMITABLE to the National Oceanographic and Atmospheric Administration in December. The INDOMITABLE was serving as an ocean surveillance ship for MSC as well as a support ship for the Atlantic Fleet Counter-Narcotics Program. NOAA, which employs MEBA officers aboard its fleet of research vessels, takes over the ship from the non-MEBA contracted company that had been operating the vessel for the MSC.

INDOMITABLE is currently being converted by NOAA to meet new mission requirements. Upon conversion, the ship will be deployed to provide ocean survey support services. MEBA President Ron Davis welcomed the additional ship into the MEBA family and promised a smooth transition of the vessel into the growing NOAA fleet.

Liberty MOU is Upgraded

The demonstrated value of the new Engine Deck Officer (EDO) position aboard Liberty Maritime Corp. vessels has prompted the company to reopen the contract with MEBA and sweeten the existing 2000-2005 MOU. Gulf Coast V.P. Marc Huber helped boost the EDO supplement to parallel that of the Chief Mate and First Assistant Engineer.

In a display of support for the efforts of the senior officers, the Union and Company have agreed to include 100% of all supplements for pension purposes retroactive to January 1, 2002. The MOU had previously only included half of the Chief Mate and First Assistant Engineer's supplement.

Questions regarding this improvement can be addressed to mhuber@d1meba.org. Liberty Maritime continues to seek resumes from members who hold upper-level deck or engine licenses. Contact the New Orleans hall at (504) 523-1884.

MEBA Aboard Newly Re-flagged LASH Ship in Gulf

A new Lighter Aboard Ship (LASH) vessel brought into the Waterman fleet will enjoy the world's finest engineers at its controls after a new deal brokered by MEBA negotiators was finalized. International Shipholding Corporation has transferred operations of the M/V ATLANTIC FOREST between two of its subsidiaries - from Forest Lines to Waterman Steamship. The vessel was stripped of its Liberian flag and supplemented with the Stars and Stripes. The FOREST will operate in the Maritime Security Program. MEBA's Gulf Coast Vice President Marc Huber negotiated the contract with Waterman that will provide six MEBA engineers aboard the vessel through September 30, 2005 or until new LASH ship constructions are secured.

CSX Corp. Reaches Agreement for Sale of CSX Lines

In a \$300 million transaction, global private equity firm The Carlyle Group purchased a majority stake in CSX Lines, LLC from CSX Corp. The new entity, called Horizon Lines, LLC, continues to be headed by current CSX Lines President/CEO Chuck Raymond and his management team. All MEBA shipboard billets and Port Engineer Agreements remain in effect and all MEBA Agreements carried over to Horizon. For almost six months, MEBA President Ron Davis had been in close conference with CSX regarding the prospective sale of the company throughout the process.

New Agreement for BENNO C. SCHMIDT

MEBA and Sulphur Carriers Inc. have inked a new pact to provide engineers for operation and shipkeeping on the Tankship BENNO C. SCHMIDT. This sulphur carrier tug-barge vessel will primarily spend its



time laid up due to the depressed sulphur market. The vessel is currently laid up in Taft, LA just upriver from New Orleans. MEBA will supply regular and additional shipkeepers as needed to maintain the vessel in ready status when laid up. A full complement of MEBA engineers will be on board when the vessel is in operation. Gulf Coast VP Marc Huber can be contacted for more details at mhuber@d1meba.org or the New Orleans hall.

Agreement Reached on L-9's with MTL/LYKES

The MEBA inked a three-year Agreement with MTL/LYKES for the L-9 Pacific Class Vessels (LYKES NAVIGATOR, DISCOVERER, LIBERATOR and EXPLORER). With input from the rank-and-file, Lead Negotiator Atlantic Coast



Above: Looking through the porthole of the BENNO SCHMIDT. Our Gulf Coast V.P. Marc Huber recently negotiated a new shipkeeping contract for the vessel.

Left: Big Ed Eastlack aboard the BENNO SCHMIDT. Big Ed, who recently became an MEBA member, is a shipkeeping engineer aboard the vessel.

Vice President Don Keefe obtained substantial increases in medical, wage-related work rules and pension credits. The L-9's are governed by a Charter Agreement that only allows for 2 1/4 percent increases for wages regardless of the Collective Bargaining Agreement.

Coast Guard Altering Merchant Mariner Documentation Processing Procedures

New policy changes regarding the Coast Guard's merchant mariner document/Z-card system were reviewed at a meeting on manning issues earlier this year at the National Maritime Center in Arlington, VA. In the interest of upgrading accountability and beefing up security, the Coast Guard is altering processing procedures and revamping credential documentation. The USCG stopped issuing the old mer-

chant mariner documents (MMD) on January 28 and began producing the newly revamped MMD on a limited basis beginning February 3.

Coast Guard Regional Examination Centers are open for business as this transition continues. However, because of the Coast Guard's implementation of expanded background checks, there will likely be delays in renewing documents. The Coast Guard stated they would do everything possible to minimize the impact on mariners and the industry. A priority system has been established by USCG to process documents.

PRIORITY 1 APPLICATIONS are those received from mariners who are or will be employed aboard ships involved in military operations. A letter from a shipping company, union hall official, or Government agency attesting to that fact will help expedite the process.

PRIORITY 2 APPLICATIONS are those received from mariners actively sailing. Again, a corroborating letter or recent discharge papers will make the process go more smoothly.

PRIORITY 3 APPLICATIONS involve all others based on date of receipt.

The Coast Guard continues to ramp up their system although no timetable was given for them to return to their pre-January 28 processing capabilities. In the meantime, the Coast Guard will continue to accept applications and appointments. All members are strongly urged to renew their MMD as soon as they become eligible to do so.

MEBA Signs New Agreement with Foss Maritime

The MEBA has signed and ratified a new agreement with Foss Maritime for the engineering positions on their tugs in Los Angeles/Long Beach Harbor. This agreement provides additional live-aboard billets as well as three new shoreside posi-



MEBA recently renewed our relationship with tug company Foss Maritime. Left to right is L.A. Patrolman Mike Nizetich, Regional Director of Foss Maritime Southern California David Selga and L.A. Branch Agent Al Camello.

tions. L.A. Branch Agent Al Camello and Patrolman Mike Nizetich credit the rank and file members at Foss Maritime for their hard work and support throughout the negotiations. "This Agreement will help solidify Foss's position in the harbor as well as expand MEBA's jurisdiction ashore with additional billets," said Branch Agent Camello.

Anchor's Aweigh!



A local New Orleans MEBA member, Jeff Hauck, generously volunteered his time to pick up and deliver an anchor donated by International Shipholding Group to the MEBA Merchant Marine Memorial Foundation. The 4MF, as the Foundation is affectionately known, is heading up the construction of a memorial on Calhoun School grounds for fallen mariners. Jeff loaded the 634-pound anchor into his Ford F-150 truck and left New Orleans in late January on a slow and careful drive through often-perilous weather conditions. He arrived safely at the school in Easton, MD two days later where a backhoe was used to extract the anchor from the truck bed and set it up close to the massive propeller in front of the cafeteria and dorm rooms. Great thanks go to Jeff for his stellar efforts. Brother Hauck was happy to help out on behalf of MEBA's

departed brothers and sisters. "I had some time on my hands and I wanted to do something for the Memorial Fund and for the Union," he pointed out. Jeff is the 2nd Mate aboard the USNS LCPL ROY M. WHEAT, a Maritime Prepositioning



Above: Jeff Hauck (center) transported an anchor (donated by International Shipholding Group) from New Orleans to MEBA's training School where it will add to our Merchant Marine Memorial. At left is LMS Shipmanagement's W.M. Harrison. On the right is Gulf Coast V.P. Marc Huber. Below: A series of AFL-CIO related meetings in Florida brought union leaders from all over the country together. ILWU officials took the opportunity to praise MEBA for our support to longshoremen during their recently concluded contract struggles. Left to right are ILWU V.P. Bob McEllrath, ILWU President James Spinoso, MEBA President Ron Davis and MEBA's Gulf Coast V.P. Marc Huber.



Force (Enhanced) vessel that is nearing the end of a long conversion and should be ready for service soon.

ILWU Praises MEBA for Support During Contract Struggles

In a pair of recent speeches in late February, International Longshore and Warehouse Union (ILWU) President James Spinosa imparted his sincere thanks to the MEBA for our support to his union during ILWU's recent contract struggles. Spinosa expressed his gratitude for MEBA's ongoing solidarity with longshoremen in two separate speeches delivered to the AFL-CIO and the Transportation Trades Department (TTD) Executive Boards.

MEBA stood shoulder to shoulder with ILWU as a lengthy fight for a fair contract survived an employer lockout and eventually translated into a six year contract that successfully addressed longshore concerns. Spinosa along with ILWU V.P. Bob McEllrath and General Counsel Rob Remar also gave a personal pledge of support to President Ron Davis and MEBA for our Union in any time of need down the road. ✕



www.d1meba.org

HOT! MEBA Press Releases Available on Website

In a new addition to MEBA's online homepage, a press release site has been established where members can learn about the latest MEBA happenings. Some of the important bulletins posted on the site include small pox and anthrax inoculation updates for mariners on military support ships and valuable information on reemployment rights. Make it a habit to check the site for updates. Go to the MEBA homepage (www.d1meba.org) and click on the HOT! icon to let the fun begin.

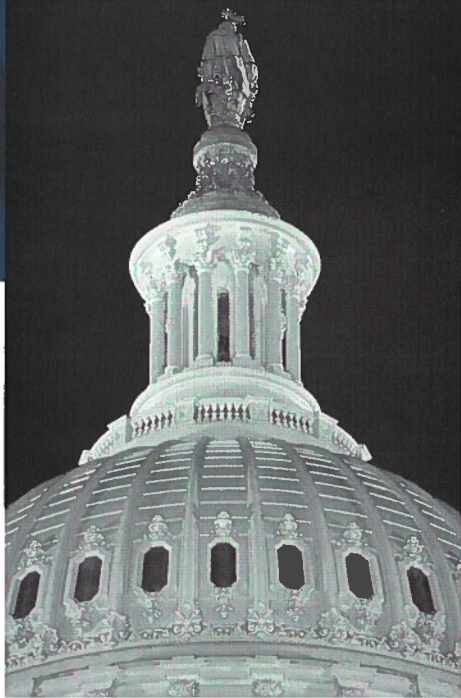
New Update Form Link Off MEBA Home Page! Keep Us Posted with Your Latest Contact Info!!

In our continuing effort to update our database with member contact information, the Union has added a new section

on our homepage (www.d1meba.org) that will allow you to do so electronically. Hit the "Forms" link on the main page 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 your information will be whisked on toward the appropriate party and the database will be brought up to date. Retirees and applicants can take advantage of this new feature as well.

Your latest information is needed to ensure that you receive all Union mailings and will allow us to contact you in the event the need arises. As always, all member information is kept completely confidential. Each time your information changes it will greatly assist us if you again visit the site and fill out the form. ✕

Taking Our Message



"We can tell Members of Congress exactly what the American people care about - a stronger Merchant Marine."

—David Tubman,
MEBA Government Affairs
Director

MEBA has an ambitious legislative agenda for the new 108th Congress, namely, a three-pronged message focusing on national security, energy independence and financial support for the U.S. Merchant Marine. Our message to Congress is clear and to the point: we can no longer wait to address the decline in U.S. flagged ships and the drop in available manpower, both of which pose a long-term threat to our military and commercial sealift capacity.

"Congress is the key to revitalizing the U.S. Merchant Marine," said President Ron Davis. "Not since the Gulf War have our issues been so pressing on Capitol Hill. MEBA members know how important the U.S. Merchant Marine is to both our economy and our national security. Now MEBA must take that message to our lawmakers."

Expanding the Maritime Security Program

The fastest way to bolster our Merchant Marine is by expanding the Maritime Security Program (MSP). The program, established in 1996, has two major goals: to provide the Department of Defense (DOD) vital strategic sealift and port assets during a crisis, and to ensure a continuing presence of U.S.-flagged ships in international trade. Administered by the Maritime Administration, MSP provides a monetary supplement to private U.S.-flagged vessel operators that agree to make their ships and intermodal capacity available to DOD if sealift is required.

MSP ensures that the U.S. government will not have to spend enormous sums annually to construct, operate and maintain a similar sealift system. The govern-



MEBA's Angelina Ramos (right) with new House Democratic Leader Nancy Pelosi. MEBA has supported Rep. Pelosi throughout her political career. She will prove a strong voice on behalf of the maritime industry.



Union President Ron Davis and MEBA lobbyist Don Kubley surround new Alaskan Sen. Lisa Murkowski. The Senator is the daughter of former Senator Frank Murkowski who was recently elected as Alaska's Governor. The new Sen. Murkowski will continue her support for MEBA issues as well as continuing the fight to open up ANWR - thus creating a wealth of union jobs.



MEBA lobbyist Don Kubley and President Ron Davis with the Senate Majority Leader Bill Frist (R-TN).

Age to Capitol Hill – 2003

ment estimates that the MSP saves over \$9 billion for initial construction and an annual expense of more than \$1 billion for operations and maintenance of a comparable infrastructure.

MSP payments help offset the higher cost of operating U.S. flagged vessels due largely to the multitude of U.S. government imposed rules, regulations and tax obligations that do not apply to foreign-flagged vessels and their foreign crews.

By statute, the authorization for MSP expires on September 30, 2005. To ensure that the defense and economic benefits that have resulted from the implementation of the Program not only remain available to DOD and the nation but also are increased, Congress must consider extending, expanding and improving MSP.

Specifically:

- MEBA advocates the extension of MSP for 10 years beyond its present expiration date. This will give investors and private lending and financial institutions more confidence to provide the funds necessary for the acquisition, replacement and modernization of vessels for the maritime security fleet. It will also guarantee that DOD continues to have access to the vessels and crews, intermodal systems, and worldwide logistics networks owned by companies participating in the MSP.

- MEBA supports increasing the number of vessels participating in the Program

from 47 to 70. A larger maritime security fleet means there will be greater U.S. flag commercial sealift capability for DOD missions, and a greater number of trained, loyal and available American citizen mariners who will be – as they have always been – ready to crew the vessels operated by private industry for the government. Increasing the size of the maritime security fleet is especially important to America's commitment to a long-term war on terrorism. Our nation cannot rely on foreign-flagged vessels and foreign crews due to the uncertain alliances and religious and ethnic divisions around the globe.

- MEBA believes the amount of supple-

The Case Against Foreign-Flagged Shipping U.S. Commercial Fleet Only Option

According to a January 20, 2003 *New York Times* article, the Military Sealift Command (MSC) estimates that 100 foreign-flagged ships may be required for sealift to the Persian Gulf region. These vessels are owned by foreign subsidiaries of U.S. corporations and are listed by the Department of Defense as under "Effective United States Control" (EUSC) and available for sealift.

But there are potential problems in relying on foreign-flagged ships. Just look at the recent experience of the Canadian Army. In 2000, because of its own fading Merchant Marine, Canada was forced to contract with a foreign-flag company to carry 10% of its munitions back home from Kosovo. The owner of the flag of convenience freighter carrying the armaments, the GTS KATIE, ordered the crew to delay delivery of the arms until they received back payments owed by the ship's charterer. After a two-week period of fruitless negotiations while a sizeable chunk of the country's military equipment was held hostage, Canadian commandos had to storm the vessel and reclaim its cargo.

The U.S. Merchant Marine has carried supplies for our military in times of conflict since the earliest days of our nation. The best way to guarantee that the U.S. can reliably project its military force is to have a strong U.S.-flagged commercial fleet available to do the job. Otherwise, vital supplies may literally be held hostage by foreign crews hostile to U.S. foreign policy.



New Jersey Governor Jim McGreevey (center) with MEBA New York Patrolman Bill McHugh (left) and Atlantic Coast V.P. Don Keefe (right) at the 10th Annual Archbishop's Labor and Business Recognition Reception in January. The Governor's support for the Union during contract discussions covering the Cape May-Lewes ferry fleet helped end stalling tactics by the DRBA and led to an agreement (the first union contract in DRBA history).

ments paid to participating vessels should be increased from \$2.1 million to \$3.5 million per ship and adjusted annually. Since the first full year of the program, the amount of the supplement has remained constant at \$2.1 million per ship per year. The extension and the expansion of the MSP should be accompanied by a maritime security payment that accurately and continually reflects the realities of shipping economics under the U.S. flag.

- MEBA is committed to a strong, active, privately owned U.S.-flagged Merchant Marine that is the most efficient and cost-effective means to provide the commercial sealift necessary to meet national defense and economic security requirements. The U.S. has unique worldwide interests and responsibilities. It must be able to protect and supply military forces far beyond its shores.

Without a sufficient number of militarily useful, privately owned U.S. flagged vessels and trained, loyal American citizen merchant mariners – resulting from an extended, expanded MSP – our country will be at the mercy of foreign-flagged, foreign crewed vessels owned and operated by those whose economic, political and military interests may be contrary to our own.

Opening ANWR for Oil Exploration

The rising tensions in the Middle East highlight our dependence on the region for our oil supplies. That has to change.

Congress needs to make a commitment to expanding our domestic oil production by opening up the Arctic National Wildlife Refuge (ANWR) to exploration, and by supporting U.S. shipbuilders to build new

double-hulled tankers to bring the oil into the “lower 48” states from Alaska.

Last April, when refuge development was rejected 54-45 in the Senate as part of an energy bill, eight Republicans and Sen. James Jeffords, the independent from Vermont, joined all but five Democrats in opposing the measure.

But following the November elections, the political landscape has changed. There may be as many as 49 senators who now support drilling in the refuge. That number could go higher as the growing prospects of war in Iraq and the vulnerabilities of oil imports gain increased visibility.

In addition to the need for domestic oil, MEBA is pressing an additional point - the need for U.S.-flagged tankers. Oil Pollution Act of 1990 standards will force

Sealift for Food Aid Signed Into Law

African Food Aid May Boost MEBA Jobs

Sen. Bill Nelson (D-Fl.) spearheaded an effort in Congress that added \$250 million in emergency appropriations for food aid to Africa - a measure that was recently signed into law.

Under the Public Law 480, Title II “Food for Peace” program, seventy-five percent of this cargo will be carried by U.S. flag bottoms. MEBA bulk and liner ships are well positioned to handle a good deal of this cargo.

MEBA and the American Maritime Congress (AMC) were part of a broad coalition of agricultural, ocean shipping and humanitarian interests working on behalf of African food aid. An appeal to Senate Republican Leader Bill Frist (R-TN) and Democratic Leader Tom Daschle (D-S.D.) proved effective, and their support won votes needed to win the food aid funding.



MEBA recently organized another fundraiser for Congressman Mike Honda (D-CA-15) held in our San Francisco hall. MEBA staged a successful fundraiser in 2000 that helped sweep the former State Assemblyman into office. We are firmly behind him in his reelection bid in 2004. From left to right is S.F. Patrolman Jon Anderson, Rep. Mike Honda, and MEBA's Angelina Ramos.

the phase-out of most of the current fleet by 2015. If we are going to develop more domestic oil, we must strengthen our ability to ship it.

"Everything has to come together-exploration, shipbuilding and expanding our manpower pool to get the job done effectively," President Davis said.

Educating Congress on Its Commitment to the Merchant Marine

A national survey of Americans, commissioned by MEBA's Political Action Fund, found that most Americans know very little about the current state of the Merchant Marine in this country, and are appalled

when they learn the truth about the small proportion of U.S. overseas seaborne trade that is carried by U.S.-flagged vessels with American crews. Americans overwhelmingly support an enlarged and strengthened U.S. merchant fleet manned by American crews.

The survey also found that most Americans were unaware that much of our overseas military supply is not carried by the U.S. Navy. Nor did most Americans know that the United States often relies on foreign-flagged vessels with foreign crews to transport vital strategic and even military supplies. (See sidebar, "The Case Against Foreign Flagged Shipping").

When Americans are presented with just a few basic facts about this situation, they not only express a willingness to support and underwrite a considerably enhanced and enlarged U.S.-manned Merchant Marine, but also indicate they would withhold support from political figures who were against increasing support for a strengthened U.S. Merchant Marine.

And that's the message we are now taking to Capitol Hill. MEBA has circulated copies of the survey to Congressional offices and to key decision makers in Washington, DC.

"This poll is making its way around Congress," said MEBA Government Affairs Director David Tubman, "and it helps make our case. We can tell Members of Congress exactly what the American people care about - a stronger Merchant Marine." ✕



MEBA's Executive V.P. Bud Jacque (L) and Seattle Branch Agent John McCurdy (R) with Alaska State AFL-CIO President Jim Sampson. Brother McCurdy was recently sworn in as a new Vice President of the State AFL-CIO joining Brother Jacque who returns for another term. The State AFL-CIO is another perch from which MEBA can oversee important Union concerns in the "Last Frontier" including the Alaska Marine Highway System, MEBA City and Borough of Juneau (CBJ) employees and the upcoming push to open the Arctic National Wildlife Refuge (ANWR) to exploration.

Daniel Aguirre
Donald J. Albert
Olmedo J. Alvarez
John H. Andrews
Gary W. Appel
John R. Barker
Gary A. Bauer
Jerome G. Benyo
Teddy K. Blankenship
Charles W. Brown
Thomas K. Burke
Kenneth L. Carden
Kevin J. Claypool
James F. Connor
Steven M. Crombie
Michael Denyko
Daniel K. Fuller
John M. Gamba
Ralf Glebinsky
George E. Haas
Nicholas A. Hajdu
Carlyle W. Hatchell Jr.
James E. Hickson
Andrew P. Hirsch
Douglas R. Hoerle
Christopher L. Hughes
Kevin T. Kilduff
Michael W. Koch
William J. Kotowski
Alex K. Kronsteiner
William R. Lilley Jr.
Robert D. Macleod
Paul S. McGurn
Roger D. McLondon
David E. McNeil
Enrique A. Melara
Terry Douglas C. Miller
Michael K. O'Connell
Keith R. Olsen
Michael P. Schefers
Robert R. Schuermann
Thomas J. Seguin
Ismail Shekem
Steven P. Smith
Herbert D. Spencer Jr.
David W. Stauter
Roland W. Storbeck
Kenneth P. Suds
Gerald J. Sullivan
John W. Sullivan Jr.
Herbert T. Sunderland
Thomas E. Tlam
Dominick Valvo
John S. Walsten II
Richard H. White
Daniel J. Wright Jr.



Getting the

MEBA Taking

The CAPE EDMONT, an MTL vessel berthed in Charleston. The EDMONT is one of the MEBA-manned ships activated by the Government to support the war on terror.

As if there were any doubt, MEBA members are making their Union proud as they once again continue to answer the bell when their country calls. As the war on terror and the buildup in the Persian Gulf turned up a notch, the Maritime Administration ordered a torrent of Ready Reserve Force (RRF) ships into action this January. The first 21 of the 25 vessels joining the fray were packed to the gills with MEBA members on both deck and engine sides. MarAd maintains 72 such ships that enhance sealift readiness and can rapidly respond to contingencies.

It wasn't until after close of business on Friday, Jan. 17 - on a long holiday weekend - that MarAd informed the Union that nine MEBA-manned RRF ships were shifting into Full Operating Status (FOS). Union officials thrust into overtime mode and hit the phones instantaneously to summon MEBA mariners who have responded to their country's call ever since the Union's inception in 1875. Within 24 hours the ships were filled.

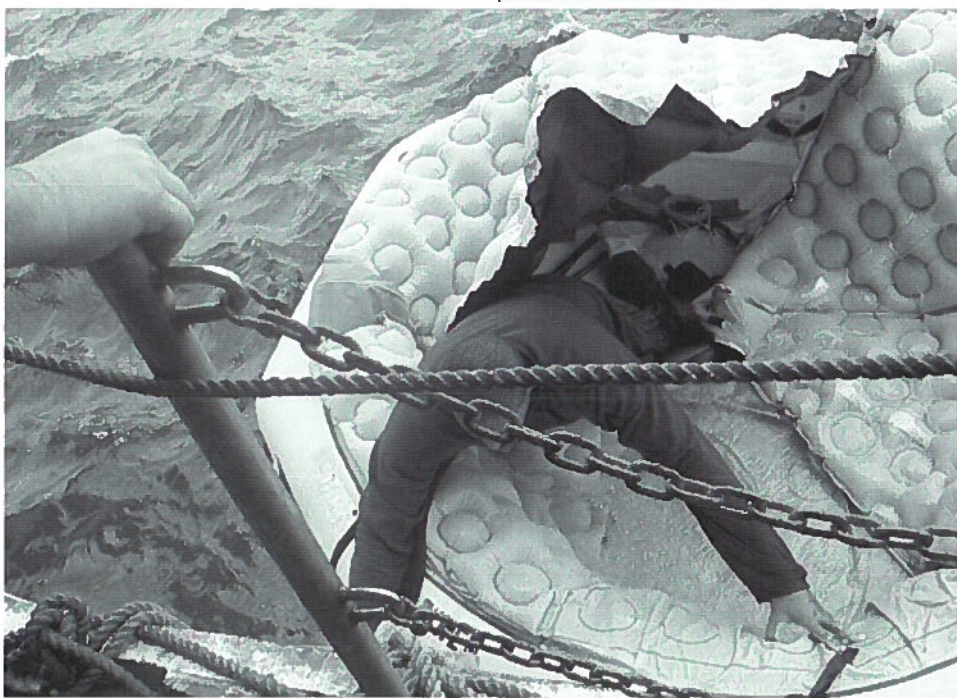
Since that day, a sizeable chunk of the Government's military support ships - the majority MEBA - were given the 'go' signal. In every case, Union officials across the country have worked feverishly to get the billets filled at a moment's notice. MEBA members made them look good as the Union continues to substantiate our

claim as the finest source of seagoing labor. MEBA-contracted companies operating the FOS vessels include Mormac Marine, Marine Transport Lines, Keystone Shipping Company and ASM/Patriot Contract Services.

In addition to the RRF ships, MEBA members crewed up the ten Bob Hope class Large, Medium Speed, Roll-On/Roll-Off (LMSR) vessels sent overseas to deliver military hardware. These 950-foot behemoth RO/ROs are capable of carrying incredible quantities of combat equipment. The LMSR fleet was commissioned by the Military Sealift Command

after the Gulf War in response to an identified need to boost sealift capability. MEBA members sail aboard all ten Bob Hope LMSRs managed by Patriot Contract Services. An eleventh LMSR, the BENAVIDEZ, is still under construction in Louisiana's Avondale Shipyard and will make its debut this year.

MEBA's commitment and participation to our country's defense extends into the Military Sealift Command's civilian mariner (CIVMAR) manned vessels, a fleet of 40 ships that supply U.S. Navy combatant ships worldwide. MEBA CIVMARs crew this diverse fleet that



'Go' Signal

Principal Role in Government Ship Activations

includes oilers, tugs and ammunition ships. These vessels continue their perpetual support of the extensive Navy fleet strategically positioned overseas. One of the more publicized MSC vessels is the USNS COMFORT, the floating hospital ship whose exterior resembles a giant first-aid kit. MEBA members aboard this vessel participated in a dramatic sea rescue of a capsized fisherman in January – only two days out of its Baltimore berth as they sailed off to support the war effort.

As part of the new era of warfare, today's mariners have to prepare for modern weaponry. Instructors from the Calhoon

MEBA Engineering School in Easton, MD have assisted the MSC in bringing activated mariners up to snuff on required chemical, biological, radiological defense (CBR-D) training. School instructors such as Rick Simonson and Barry Van Vechten, at the request of MSC, have been making ship visits to certify boatloads of mariners ready to sail for the Middle East. The MEBA School, under the direction of Joyce Matthews, continues to elevate the stature of the facility as a primary maritime educational institution - ready, willing and able to meet (and exceed) the needs of the U.S. Government.

Another element in the war on terror is the Defense Department requirement that mariners sailing into "high threat" areas be inoculated for both anthrax and smallpox. Mariners on such vessels are receiving their vaccinations once they assemble on their ship, days before they set sail. MEBA will continue to provide smallpox/anthrax info as well as other activation news in our weekly *Telex Times* newsletter and on our "Hot!" press release site on the MEBA webpage (www.d1meba.org).

As our members continue to shine as they always do in peace and war, President Ron Davis, besides praising the exertions of Union officials, put a shout out to all MEBA members in a recent memo saying, "I appreciate all the hard work and effort put forward by the membership...With the war on terrorism heating up in the Middle East, America needs a strong and unified Merchant Marine. Our nation will understand that the MEBA is here to answer any calls to action. The U.S. soldiers depend on us, and as such, so does the entire free world." ✕



The MSC Hospital ship COMFORT rescued a capsized fisherman as it sailed off to support the buildup in Iraq. The crew effected a pod rescue of the survivor.

Medical Information Privacy: New Regulations to Protect You

Be on the lookout for communications from the MEBA Medical & Benefits Plan office this spring.

Two mailings will go to your home address regarding a new federal regulation that goes into effect April 14, 2003. This regulation, which helps to ensure the privacy of medical information and records, affects all Americans who are covered under health plans.

This new federal regulation is actually part of a piece of legislation known as the Health Insurance Portability and Accountability Act of 1996, called "HIPAA." When the legislation was passed, much attention was focused on the health insurance protections it would provide individuals when they changed jobs. Insurance companies were refusing to cover many individuals who had a chronic condition, such as muscular dystrophy, or had a severe illness, such as cancer,

because of "pre-existing conditions" when they changed jobs. HIPAA generally ended that practice.

But HIPAA also built in certain privacy and security protection for medical records and information. See the box below, "They did what???", for just a few of the stories that highlight the need for these privacy and security regulations.

The MEBA Medical & Benefits Plan is

They did what???

If you wonder why the need for regulations to guard against unauthorized access to medical records is needed, just take a look at these true stories pulled from our nation's newspapers....

- The medical records of a Maryland school board member were sent to school officials as part of a campaign criticizing his performance. The records revealed that the member had been treated for depression. *The Washington Post*, Aug. 26, 2000
- In Tampa, a public health worker walked away with a computer disk containing the names of 4,000 people who tested positive for HIV. The disks were sent to two newspapers. *USA Today*, Oct. 10, 1996
- A banker who also served on his county's health board cross-referenced customer accounts with patient information. He called due the mortgages of anyone suffering from cancer. *The National Law Journal*, May 30, 1994

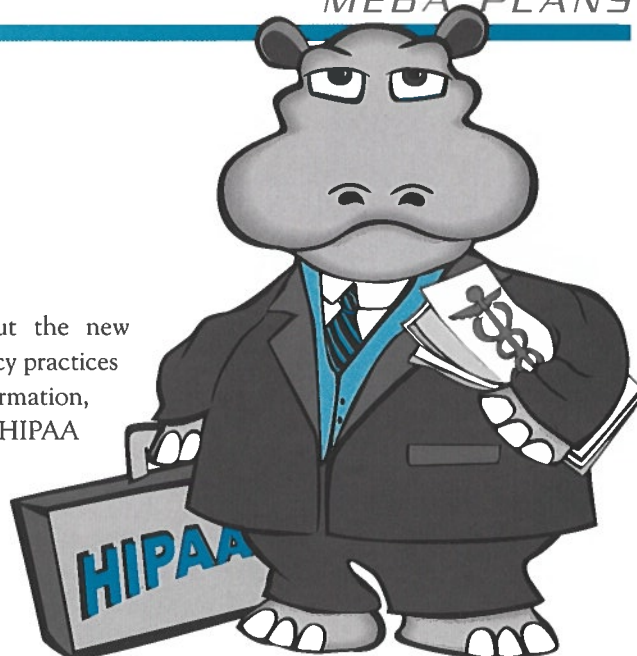
- The 13-year-old daughter of a hospital employee took a list of patients' names and phone numbers from the hospital when visiting her mother at work. As a joke, she contacted patients and told them they were diagnosed with HIV. *The Washington Post*, March 1, 1995

- About 400 pages of detailed psychological records concerning visits and diagnoses of at least 62 children and teenagers were accidentally posted on the University of Montana Web site for eight days. In most cases, the information included names, dates of birth and sometimes home addresses and schools attended with the results of the psychological tests. *Los Angeles Times*, Nov. 7, 2001.

For more violations of medical privacy "horror stories," go to the Web site developed by the Health Privacy Project of the Institute for Health Care Research and Policy at Georgetown University, www.healthprivacy.org.

moving forward with all required paperwork to make sure that the plan is in compliance with regulations and that you have all legal protections you're entitled to. By mid-to-late April, you will receive detailed information, including the plan's Notice of Privacy Practices that outlines your rights and responsibilities, as well as forms that you will need to use when exercising your rights as a plan participant.

If you have questions about the new HIPAA regulations and privacy practices after you receive your information, contact the MEBA Plans' HIPAA Coordinator and Privacy Official at the MEBA Plans office in Baltimore at 1-800-811-6322. ✕



Facts from the Plan Office

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

2003 Section 415 Limits

Please note that the Internal Revenue Service (IRS) has released the annual limits under IRS Section 415 for calendar year 2003.

Age Nearest Retirement	Annual 415 Limit	Age Nearest Retirement	Annual 415 Limit
80	567,788	57	109,985
79	516,090	56	102,486
78	469,744	55	95,617
77	428,167	54	89,313
76	390,842	53	83,516
75	357,442	52	78,175
74	327,497	51	73,246
73	300,601	50	68,689
72	276,383	49	64,471
71	254,514	48	60,559
70	234,764	47	56,927
69	216,901	46	53,550
68	200,679	45	50,407
67	185,907	44	47,477
66	172,394	43	44,743
65	160,000	42	42,190
64	160,000	41	39,803
63	160,000	40	37,569
62	160,000	39	35,476
61	147,968	38	33,514
60	137,075	37	31,674
59	127,187	36	29,946
58	118,190	35	28,323

Factors for 2003

Lump Sum Distributions

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

The table below shows the lump sum factors the Plan will use for Participants retiring in 2003. If you have any questions, please call the Plan Office at (410) 547-9111 or toll-free at 1-800-811-MEBA.

Age	Factor	Age	Factor
85	64.89	67	136.91
84	68.55	66	140.69
83	72.27	65	144.45
82	76.06	64	148.19
81	79.94	63	151.89
80	83.92	62	155.56
79	87.97	61	159.18
78	92.10	60	162.74
77	96.29	59	166.24
76	100.51	58	169.66
75	104.73	57	173.01
74	108.92	56	176.29
73	113.08	55	179.47
72	117.20	54	182.56
71	121.28	53	185.56
70	125.29	52	188.46
69	129.23	51	191.26
68	133.10	50	193.97



2003—The MEBA/AMC Agenda in Washington: Ships and Jobs

Gloria Cataneo Tosi
President, American Maritime Congress

The new 108th Congress has come to the Nation's capital; President Bush has delivered his State of the Union address to the Congress as well as the Administration's budget for fiscal year 2004; and the MEBA/AMC team is already at work on priority initiatives to produce more ships for the U.S. Merchant Marine and more jobs for MEBA members.

These initiatives start with last year's unfinished business — winning Congressional approval of legislation to end the costly and time-consuming vessel repair rule imposed on U.S.-flag carriers by the U.S. Customs Service. This regulation greatly expanded the vessel repair statute by making virtually all repair and maintenance done on the high seas by U.S. crews subject to the 50 percent *ad valorem* duty — making it even harder for our vessels to compete against those under foreign flag. This stands common sense on its head at a time when the world situation and America's security demand that we have vessels and mariners whose number one priority is always the United States of America.

Building on the strong bipartisan support gained in 2002, Rep. Jim McCrery (R-LA) has been pushing forward in this session of Congress to do away with the Customs rule. Having passed the House last year, and again this year, and with strong Senate support already in place, we are confident of repeal this year.

Another priority initiative is to forge an upgraded, expanded, and extended Maritime Security Program well in place before the current MSP expires on September 30, 2005. MEBA and AMC are working with other union and industry stakeholders as a coalition, in concert with the Maritime Administration, to achieve this goal. We know that success in this effort is vital to future MEBA jobs and to the continued presence of the U.S. flag on the sealanes of the world.

Among its key elements, the new MSP proposal would extend for at least ten years; the number of vessels would grow from 47 to 70; and the yearly U.S. Government retainer fee per vessel would increase from \$2.1 million to \$3.5 million. This proposal will, of course, be subject to congressional approval. MarAd, under Administrator Bill Schubert's committed and engaged leadership, is now working with the Office of Management and Budget, and we are working on Capitol Hill where we have already laid the groundwork for continued support.

This year, longtime MEBA and maritime friend Rep. Duncan Hunter (R-CA) now chairs the prestigious and critically important House Armed Services Committee. Last year, he held three oversight hearings on a new MSP and voiced a sense of urgency to get a new, expanded MSP off the ground as soon as possible. At those hearings, he and other Members of Congress took heed of testimony by MEBA President Ron Davis who warned of a serious national security crisis if Congress fails to enact an upgraded program. Over on the Senate side, Senator John McCain (R-AZ), Chairman of the Commerce, Science and Transportation Committee, said his committee will consider MSP reauthorization this year.

There are other initiatives for ships and jobs on which we will also be working in 2003.

Maritime tax reform would, as a key element, exempt from federal tax the first \$82,000 in earned income of American mariners on U.S.-flag vessels in the foreign trades. Not only will this place MEBA members on an equal footing with all other Americans working outside the United States, but it will help U.S.-flag operators compete internationally — and that means ships and jobs. Recently, some in our industry have pulled back from this tax reform. We believe that because President Bush's economic plan will ensure that some form of major tax legislation will proceed this year, completely separate from any consideration of MSP, we should work to use this opportunity to have tax incentives strengthen the U.S.-flag fleet. The old saying of "nothing ventured, nothing gained" applies in this case. It is simply too important to not even try.

We also will continue to support MarAd Administrator Schubert's objective of expanding the Jones Act fleet through a "short-sea" shipping program, similar to those that are faring well in Europe. With growing rail and highway congestion, this program is an idea whose time has come. Additionally, we will keep working for legislation and support Administration efforts, including the opening of the Arctic National Wildlife Refuge, to bring more Alaska North Slope oil to the "lower 48." In both cases, our goals are ships and jobs.

Finally, in 2003 MEBA and AMC will keep squarely focused on ensuring that neither cargo preference nor the Jones Act be weakened in any way. Both are absolutely essential. And this year, more than any in over a decade, the need for U.S.-flag ships and highly trained, patriotic American merchant mariners is particularly relevant. Making the connection between what MEBA members do every day and the security of every American will be the first step taken in everything we do. ✕

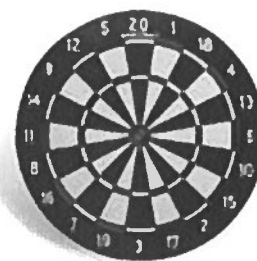
Where do you get investment advice on your Self-Directed MEBA Money Purchase Benefit Plan?



a. Flipping a coin



b. Your neighbor



c. Dartboard

Now MEBA members
have a better option.

Look to Financial Engines to deliver fast, expert advice on your Self-Directed MEBA Money Purchase Benefit Plan. You'll receive advice that incorporates the same investment techniques professionals have used for years.

And you won't have to rely on your neighbor anymore.

You must be a registered user of Vanguard.com® in order to access this new planning and advice service. If you are not registered, select the link below. You will need your plan number (092382), Social Security number, birth date, and zip code.

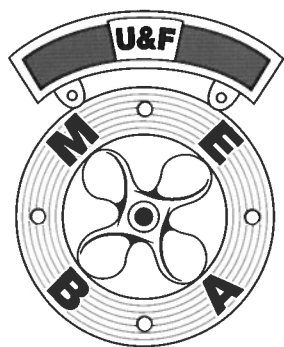
Go to Vanguard.com.

If you have questions, call Vanguard at **1-800-523-1188**.



THE Vanguard GROUP.

Vanguard.com and The Vanguard Group are trademarks of The Vanguard Group, Inc. Financial Engines is a trademark of Financial Engines, Inc. Financial Engines Advisors LLC, a federally registered investment adviser and wholly owned subsidiary of Financial Engines, Inc., provides all advisory services.



Your MEBA membership has always been a plus. Now it's more valuable than ever because your union membership gives you access to the Union Plus programs, which are designed to help you save money on everything you need to make life a little easier. From buying your first house to sending your children off to college, you're going to get a better deal because of your union membership. Take a look at how your MEBA membership works for you 24 hours a day.

CREDIT CARD

A special, union-endorsed credit card. Features include a competitive-rate, no annual fee and a unique, valuable Member Advocacy Program. **To apply call: 1-800-522-4000**

LOAN PROGRAM

Competitive-rate personal and home equity loans, with affordable monthly payments. **To apply call: 1-888-235-2759**

LIFE INSURANCE

Term insurance at low group rates and premium waiver during lay-offs. **For information call: 1-800-899-2782**

HEALTH SAVINGS

Reduce your out-of-pocket expenses on a variety of health care services such as prescriptions, vision care, and more. **For information call: 1-800-228-3523**

MORTGAGE & REAL ESTATE

Competitive-rate mortgages for home purchase or refinancing. **For information call: 1-800-848-6466**

LEGAL SERVICE

Free and discounted legal assistance. Free consultation and free document review. **For referrals call: 1-888-993-8886 or visit www.unionplus.org**

ACCIDENT INSURANCE

\$10,000 of Workplace Accidental Death Insurance at no cost to you, plus low rates on additional coverage. **For information call: 1-800-899-2782**

FLOWER SERVICE

Save money when you send flowers, order toll-free, 24 hours a day, 365 days a year. **For information call: 1-888-667-7779**

EDUCATION SERVICES

Provides information about loans, scholarships, how to select a school and prepare for college entry tests, and much more. **For information call: 1-877-881-1022 or visit www.unionplus.org.**

NATIONAL LABOR COLLEGE SCHOLARSHIP

For working adults who want to pursue a Bachelor of Arts degree while continuing their trade union work. **For more details, call: 1-301-431-5404.**



Working For
Working Families

Program restrictions may apply to members outside the continental United States. The Union Plus Credit Card is issued by Household Bank (Nevada), N.A., an equal opportunity lender.

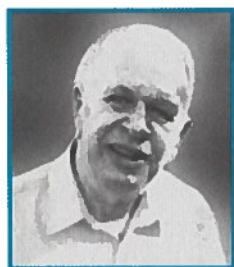
www.unionplus.org

The Final Voyage

MATHIAS M. ANTZ

Mathias Antz made his final voyage on June 22, 1999 at the age of 76 after a brief career with the MEBA that began in 1977. Brother Antz was a resident of Tierra Verde, FL and is survived by his wife Irene and daughters Arlene and Joan.

MELVIN O. BUKER



Melvin Buker sailed toward distant lands on February 6, 2002 at the age of 84. Brother Buker joined up in 1957 and sailed for various shipping companies during a long illustrious career that stretched until 1981. He last sailed for Marine Transport Lines in the year of his retirement. A resident of Port St. Lucie, FL, he is survived by his wife Virginia.

ALFRED T. BURTON

Alfred Burton slipped beneath the waves on November 19, 2001 at the age of 89. A longtime member, he collected over 25 years of pension credit en route to his retirement in 1978. After his sailing days concluded, he made his home in Pahrump, NV. Brother Burton joins his wife who passed on in late 1999.

ORVILLE L. BERG

Orville Berg steamed into the sunset on April 19, 2002 at the age of 90. He first received his membership with the Union in 1952 and shipped out on various jobs until deciding to hang up his calipers in 1981. He last sailed ferries for the Alaska Marine Highway System in the year of his retirement. Brother Berg was a resident of Seattle and is survived by his wife Helen.

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.

JOHN R. CONNELL

John Connell made his final voyage on April 29, 2002 at the age of 84. His was a long and storied career in the MEBA as he accumulated over 33 years of pension credits before retiring in 1977. He last sailed for Westchester Marine in the year of his retirement. Brother Connell was a resident of Kenner, LA and is survived by his wife Sonja.

WILLIAM M. DAISEY

William Daisey pushed off toward his final frontier on December 9, 2001 at the age of 57. A member since 1967, Brother Daisey had not yet filed for retirement though the record shows that his last sailing job was with Mormac Marine in 1988. He was a resident of Millinocket, ME and is survived by his wife Harriett and his children, William, Amy and Jon.

ALBERT W. DANG

Albert Dang made his final crossing on March 16, 2002 at the age of 89. Brother Dang was a long-time retiree having earned his 20 years of pension credit and calling it a career in 1965. He was a resident of San Francisco, CA and is survived by his wife Hsing and two daughters, Leah and Ina.

JAMES R. DAY

James Day booked his final passage on February 15, 2002 at the age of 78. He got his MEBA membership in 1964 and sailed actively collecting over 20 years of pension credit before filing his retirement papers in 1987. He last sailed for American President Lines in 1986. Brother Day was a resident of Vancouver, WA and is survived by his wife Marjorie.

JOSEPH J. DEARMAN



Joseph Dearman shipped off toward his final destination on April 7, 2002 at the age of 48. Born in Canton, Ohio, he was a graduate of

the Calhoon MEBA Engineering School at the old Light Street location in Baltimore. Brother Dearman spent 20 years sailing for Lykes. Survivors include his wife, Bettie, daughter Ericka, son Zachary, stepson Michael Blevins, mother Laverda, father and stepmother Frank and Daryl, brother Daniel and sisters Amy Simon and Candace Pryor. He was buried in Greenmount Cemetery in Freeport, Ohio.

CONSTANTINE DEROUSSETT

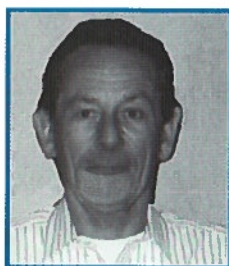
Constantine Derossett sailed into the sunset on October 19, 2001 at the age of 80. He joined the Union as World War II raged on in 1944 and officially ended his career with the MEBA in 1993. A resident of W. Pittsburg, CA, Brother Derossett is survived by his wife Vanita.

BENJAMIN DRYSDALE

Benjamin Drysdale stood his final watch on March 7, 2002 at the age of 92. He enjoyed almost 38 years of retirement

from the MEBA after concluding his career in 1964 and collecting 20 years of pension credit. Brother Drysdale resided in Edmonds, WA and is survived by his niece Phyllis Lindsay and friend Cecilia Consuelo.

VERNON C. ESHELBY



Vernon Eshelby sailed into the wild blue yonder on June 18, 2002 at the age of 75. A member since 1952, Brother Eshelby sailed until

1985 earning over 23 years of pension credit along the way. He last sailed with American President Lines in the year of his retirement. He was a resident of Los Alamitos, CA and is survived by his wife Judith and daughter Lisa.

ERNEST G. EMEL

Ernest Emel eased into the firmament on April 3, 2002 at the age of 99. He had been retired for 33 years and last sailed for the MEBA-contracted Moore & McCormack Co. in 1965. A resident of Quilcene, WA, Brother Emel is survived by his wife Aletha.

EARL E. FIELDS

Earl Fields cast off toward his eternal reward on March 2, 2002 at the age of 64. He became a member in 1973 and assembled over 20 years of pension credit before filling out his retirement papers in 1998. He last sailed for Lykes Brothers in 1997 before settling down to Rutledge, TN. Brother Fields is survived by his devoted nephew Chris Fields and Chris' wife Libby.

NATHAN A. HARRIS

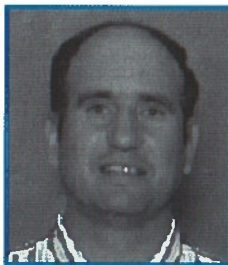
Nathan Harris crossed the final bar on March 9, 2002 at the age of 79. A long and colorful career with the Union culminated in 1983 with his retirement. Brother Harris last sailed in 1982 with

Moore & McCormack and accumulated 29 years of pension credit. He was a resident of Nashville, TN and is survived by two stepdaughters, Judith Suiter and Janet Baker.

WILLIAM KIRSCH

William Kirsch reached his final shore on December 22, 2001 at the age of 79. He concluded a lengthy and profitable stint with the Union stretching from the first day of 1946 until February 1988 after amassing over 41 years of pension credit. He last shipped out with Farrell Lines in 1987. Brother Kirsch spent many years in Verona, Italy and joins his wife Celeste who passed on in 1999. He is survived by his son Robert.

ROBERT W. MARCELLO, Sr.



Bob Marcello sailed into the sunset on July 23, 2002 at the age of 46. Born in Rhode Island, he graduated in the cadet program at the Calhoun

MEBA Engineering School at the old Light Street location in Baltimore, MD. He sailed on a variety of ships for a number of shipping companies including NPR, Farrell and as a permanent 2nd A/E with U.S. Lines. Bob was an active member of Our Lady Queen of the Apostles Catholic Church in Royal Palm Beach, Florida where he lived with his family. He also stayed active in youth sports activities, especially baseball. He was a member of the Western Communities Business Association and owned and operated Marcello Mechanical, Inc., an air conditioning contracting company he established in 1992. He is survived by his loving wife Susan, sons Matthew, Douglas, Benjamin and Robert Jr., mother Mary, and sisters Diane Marcello and Elena Mallman. One of Brother Marcello's shipmates, former MEBA President Gordon Ward, pointed out how fortunate he was to

have sailed with Bob, "Bob Marcello was a superlative marine engineer, person, shipmate and friend. He will be remembered and sadly missed by all who knew him."

ROBERT E. MEYER

Robert Meyer set course for calmer waters on March 26, 2002 at the age of 67. A member since the first day of 1955, Brother Meyer embarked on a long and lively career with the MEBA after having collected almost 27 years of pension credit. Robert served in the Air Force for several years and put in many years with the Professional Air Traffic Controller's Organization and ascended to National Vice Presidency of PATCO between 1976-81. He later operated an automotive supply business (REM Enterprises) out of his house. He is survived by his loving wife Barbara, children Kurt, Scott, Karen Joaquin, Susan Boyer, and Lisa Matre; grandchildren Raina Meyer, Shauna Joaquin, Allison and Adam Meyer, Dillon, Kyra and Jake Boyer; brothers LeRoy and Gene; brothers-in-law Clifford Trudeau, and Tom Maurer and many nieces and nephews.

ANTONIO B. MONTANO

Antonio Montano sailed off toward his final port call on January 1, 2002 at the age of 90. He had been retired from the Union since 1979 after last plying the waves the year before for Marine Transport Lines. Brother Montano was a resident of Staten Island, NY and is survived by his wife Luz.

CARL ODOM

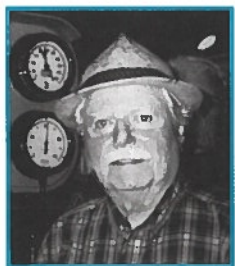
Carl Odom pushed off toward his final frontier on February 26, 2002 at the age of 81. A retiree since 1972, Brother Odom had a long and eventful career with the MEBA. He retired to Lanoka Harbor, NJ and is survived by his son Carl and daughter Victoria Faucette.

ANDREW PERNA

Andrew Perna shipped off toward his final destination on September 9, 2001 at the age of 83. He joined up with the Union in 1956 and collected over 25 years of pension credit along the way to his retirement in 1982. He last sailed with MEBA-contracted Chestnut Shipping in 1981. Brother Perna called Las Vegas, NV home and joins his wife Rose who passed on in 1998. He is survived by his son William.

NICHOLAS G. SAKELLARIDES

Nick Sakellarides embarked on his final passage on January 26, 2002 at the age of 56. Retired for just over a year, this colorful member accumulated 21 years of pension credit during a career that dated back to 1969. Brother Sakellarides lived in Metairie, LA and is primarily survived by his cousin Poppy Staithtis, the brothers and sisters of MEBA, and the Greek Orthodox Church.

GEORGE A. SAEGER

George Saeger sailed off on his final voyage quite suddenly on May 19, 2002 at the age of 79. A Navy veteran who served in the South Pacific,

he continued a long career at sea with Delta Lines and Matson Navigation. The day before he died, he sailed the San Francisco Bay on a Liberty Ship, the JEREMIAH O'BRIEN. This was a memorial cruise honoring the merchant seamen who have left us. Brother Saeger had served on a sister ship in the Liberty fleet following WWII. He was a resident of Loomis, CA and is survived by many family and friends.

EARL SISTRUNK

Earl Sistrunk sailed into safe harbor on March 15, 2002 at the age of 89. A long and productive career netted him 33 years of pension credit before he hung up his boiler suit in April 1979. He last sailed

with Delta Steamship in 1978. Brother Sistrunk lived in Fillmore, UT and is survived by his wife Teen.

JOHN E. SMITH

John Smith made his final voyage on October 16, 2002 at the age of 77. John joined the Union in 1946 after a stint with the Coast Guard

which he signed up for at age 20. He sailed the world's oceans under the MEBA banner for Moore & McCormack, Farrell, Grace, U.S. Lines, Sea-Land and many other shipping companies. He spent his last years at Snug Harbor on Nelson Bay along with fellow mariners and conquerors of the seas. Brother Smith was a prize-winning poet and great enthusiast of this art. He spent many hours crafting the perfect line and reciting poetry. His ashes were buried at sea. John is survived by his wife Rita M. Smith as well as sons John Frank and Patrick J.; Stepdaughter Sharon Spangler; and sister Catherine Hansen.

COLUMBUS "DUTCH" SWONGER

Dutch Swonger crossed the final bar on April 6, 2002 at the age of 64. An active member that was readying for retirement after a long and fruitful career with the Union, Dutch was tragically taken away along with his wife and two friends when his single-engine Cessna 172 crashed into the Atlantic near Ocean City, Maryland. Brother Swonger was an avid pilot and headed up a hunting guide business called "Goose and Duck Hunting With Dutch." He and his wife were devout members of the Christ Episcopal Church in Stevensville, MD and leave behind two sons, Jordan and Travis.

GEORGE A. THOMPSON

George Thompson set course for calmer waters on June 15, 2001 at the age of 80. He invested half his life with the Union

and collected over 33 years of pension credit before returning shoreside for good in 1986. Brother Thompson was a resident of Rancho Palos Ver, CA.

JOHN J. WARDELL

John J. Wardell crossed the great divide on January 6, 2002 at the age of 74. He became a member of the MEBA in 1952 and amassed 31 years of pension credit before pulling into shore for the last time in 1986 after last sailing with Waterman Steamship. Brother Wardell was a resident of Dunnellon, FL. He is survived by his wife Barbara.

DONALD R. WILCHECK

Donald Wilcheck sailed toward safe haven on May 16, 2002 at the age of 65. He'd received membership with the Union on the first day of 1961

and pursued an active career with the Union as he collected 21 years of pension credit through 21 years as a member. Brother Wilcheck was a resident of Titusville, FL and is survived by his wife Ida.

WILLIAM F. WILDER

The keys went silent for William Wilder on January 17, 2002 at the age of 94. A member of District 3 - the Radio Officers' Union (ROU), Brother Wilder accumulated 25 years of pension credit that served him well for his retirement that began in 1962. He was a resident of Jacksonville, FL.

HERBERT V. WOODGER

Herbert Woodger reached his final shore on August 19, 2002 at the age of 88. He sailed as Chief Engineer for Farrell Lines for many years after a career with the MEBA that began in 1944. After his 1973 retirement, he settled down in Palm Coast, FL. Brother Woodger is survived by his wife Norma and daughter Carol Ann. ✕

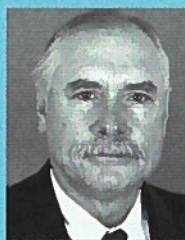
DIRECTORY

MEBA STAFF

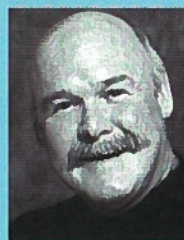
Bette Doranz,
Assistant to the President
William P. Doyle, Legal Representative
Mark S. Gallagher, Contracts
Ann Holmes, Executive Secretary
Robert Martin, Organizing Director
Eric C. Pittman, Comptroller
David J. Tubman,
Director of Government Affairs



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
M.I. "Moose" Mallini, Patrolman
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.
30 Montgomery St.
Second Floor, Suite 220
Jersey City, NJ 07302
201-433-7700
Fax: 201-433-7959
Plans: 201-433-8286
newyork@d1meba.org

Norfolk
Tom Lilley, Rep.
A.J. McIntyre, Rep.
1058 W. 40th St.
Norfolk, VA 23508
Offices: 757-440-1820
Hallway: 757-489-2814
Fax: 757-489-4126
Plans: 757-489-8946
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.
Sanjurjo, PR 00907
787-724-3600
Fax: 787-723-4494

San Francisco
Bud Jacque, Exec. VP
Jon Anderson, Patrolman
340 Fremont St.
San Francisco, CA 94105
Office: 415-421-9620
Dispatcher: 415-362-8510
Fax: 415-543-2022
Plans: 415-495-8080
Plans 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

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

MEBA PLANS

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

TRAINING

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

MEBA AFFILIATES

Asociacion Benefica de Ingenieros Marineros (ABIM) - Panama
Rolando Arrue
Luis Yau Chaw
Apartado 135,
Balboa, Panama
Republica de Panama
011 507 314 0302
Fax: 011 507 314 0169
abim_meba@cw.net.pa

Association of Los Angeles Deputy Sheriffs (ALADS)
Bud Treece, Executive Director
828 W. Washington Blvd.
Los Angeles, CA 90015
213-749-1020
Fax: 213-747-2705

California Association of Professional Employees (CAPE)
Raul Escandon, President
1910 W. Sunset Blvd., Suite 600
Los Angeles, CA 90026
213-484-0400
Fax: 213-484-4963

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

DIAGNOSTIC CENTERS

Baltimore
1005 Eastern Ave.
Baltimore, MD 21202
410-547-9111 (x201/202)

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

INTERNATIONAL TRANSPORT WORKERS FEDERATION (ITF)

Anthony Sasso, ITF Inspector
399 Challenger Road, Suite 103
Cape Canaveral, FL 32920
321-799-2994
Cell: 321-258-8217
Fax: 321-799-9282
E-mail: sasso_tony@itf.org.uk

MEMBERS AT WORK

1 In the first Welding course of the year, members were benefited by the immeasurable knowledge of MEBA Instructors Val Sanders and Frank Walsh (at left). Students standing by them (l-r) include Anthony Garza, Robert Chung, Gary Matthews, John Daylor, Michael Gates, Thomas Gately, Kirk Lourim, James O'Connell, Richard Sanford and Lawrence Wolf. **2** MEBA's support during the ILWU contract ordeal extended to Portland, Oregon where members kept up the fight for a fair deal for longshoremen. ILWU President James Spinosa recently thanked MEBA for our solidarity during the struggle. In this photo taken in late Summer before a rally in Portland, MEBA members include (l-r) Barry Reese, Howard Foreman, Sandy Bell, Marc Townsend (Portland Rep.), Richard Leong, Jeff Jenkins, Durwin Hoskins, Galen Sechrist and Seattle Branch Agent John McCurdy. **3** The Ready Reserve Force (RRF) vessel CAPE VINCENT, guided by MEBA deck and engine



1

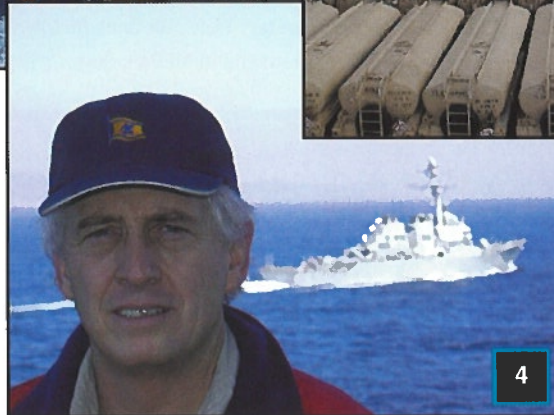


2

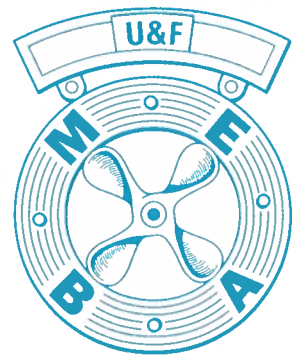


3

officers, loaded up and sailed off in support of the massive military buildup overseas. The ship is normally berthed in Beaumont, Texas. **4** MEBA deck officer Bill Kenneweg aboard the CAPE VINCENT. MEBA was aboard the first 21 of 25 RRF ships called into action. **5** The Diesel Engineering course is an intensive six-week focus on every aspect of main propulsion and auxiliary diesel engines, engine control systems, and related auxiliary equipment. Left to right from the Jan. 6-Feb. 14 course is Instructor Larry O'Loane, Randy Rozell, Timothy Photopoulos, Larry Pitts, Gordon Linden, Richard Mossman, Edwin Bagley, Bruce Whichard, Mike Baker, Instructor Darryl McCaslin, Bruce Bolduc, Hugh Moore, Beecher Snipes, Gary Dustin, Eagle Karels (partially obscured) and Robert Maloy. **6** Aboard the CSX SPIRIT in a photo taken last year is (l-r) Day Engineer Dave Gypin, 3rd A/E Wilson Johns, 2nd A/E Bill Foster and Day 3rd A/E Joe T. Smith.



4



5



6

PAF Contributions Working for Members

From coast to coast, PAF contributions help elect our friends



Left to right is MEBA Secretary-Treasurer Cecil McIntyre, MEBA President Ron Davis, Alaska Governor Frank Murkowski and MEBA's Government Affairs Director David Tubman.

When we can help elect our friends to office, like Governor Murkowski in Alaska, it makes a difference for our jobs, our families, and our Union.

From funding for state ferry services to safeguarding the Maritime Security Program, elected officials in both parties and at all levels of government make decisions every day about issues that are critical to MEBA members. We need friends like Gov. Murkowski holding those offices — people who will listen to our voices, and support us. Your PAF contributions make that possible.

Fill out the enclosed PAF form and send it in today. Make sure your voice continues to be heard in the halls of power.

Enroll in the PAF today!