

Marine Engineers' Beneficial Association

Marine Officer



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Members Shine Through Dark Days in NYC



3rd A/E Steve Leary with some main engine adjustments aboard the CAPE RISE.



MEBA's Goot. Affairs Director Malissa Zimmerman (far left) caught while discussing maritime issues with New Jersey Congressman Michael Ferguson at a function at Teamsters' Headquarters. Eileen Kean of the Bond Company (a lobbying group) is at center. The next issue of the Marine Officer will contain a list of the Political Action Fund Honor Roll of members who gave generously to the P.A.F.



Aboard the SEALAND DEVELOPER in the engine room (l-r) are 2nd A/E Gary P. Triguero, 3rd A/E Denis Fortin, 1st A/E Gary C. Thompson and C/E Ronald S. Hayashi.



On the morning of 08 October 2001, the morning after the attacks on Afghanistan began, the MEBA crewed M/V CHESAPEAKE BAY sailed into the new container port (El Dikheila) at Alexandria, Egypt. Chesapeake Bay was boarded by a detachment of U.S. Marines to protect the vessel as she entered the port with military cargo in support of Operation Bright Star. The Marines set-up 4 machine gun emplacements aboard the vessel. U.S. Naval vessels and the Egyptian Navy escorted the vessel safely to the dock. Chesapeake Bay discharged her military and commercial cargo and left without incident on 10 October. Chesapeake Bay appreciated the escort and the assistance of both the U.S. military and the Egyptian military during her stay. In this photo, Capt. Seth Harris is on the bridge wing with the Navy Chief in Charge, Chief Gordon Padgett and the Officer in Charge of the Detachment, Capt. Fortuna. Photo and write-up by John L. Shettles, REO (MEBA).



Aboard the S.S. MATSONIA on Oct. 20, crewmembers held a memorial service for fallen MEBA Brother Jay Corcoran who lost his life in the World Trade Center attack. Jay sailed on the MATSONIA several years ago. MEBA member Jay Hill recounted that, "A beautiful wreath of Hawaiian tropical flowers with a ribbon inscribed "Aloha Jay" was cast overboard in memory of our shipmate and friend. Hawaiian Captain Norman Piianaia (three eyes!), who also had the pleasure of sailing with Jay, conducted a beautiful and very emotional service and prayer before we cast the wreath into the sea. We hope and pray that Brother Jay could see the beautiful red wreath gently floating off towards the horizon, bobbing in the deep blue of the Pacific...it was a memorable sendoff to a good friend and brother. Jay touched all of us here who sailed with him and he will be missed." Included in the photo are MEBA engineers Jim Stefanski, K.P. cadet and future MEBA member Josh Lusk, John Hill, Steve Watson, and Neal Lehto. MEBA Brother Wendell Lea was on watch. Capt. Piianaia took the photo.



PRESIDENT'S MESSAGE

Farewell

Brothers and Sisters,

A long election period has come to a close. The voting membership has clearly stated their choice of leadership. I would like to congratulate Ron Davis and his slate of officers in winning the election. Though the leadership will change, the problems facing this union and industry remain the same. The value of a U.S. Merchant Marine becomes more evident after the tragedy of September 11. U.S. companies with U.S. citizen crews aboard vessels flying the U.S. flag are more important today than ever before. This message must be

sent to the American people.

The MEBA membership has always been committed to the full support of our armed forces and peacetime prosperity of our nation. To ensure our success, the MEBA membership must stand behind the MEBA elected leadership to continue the push for tax legislation benefiting our seafarers and shipping companies, Title XI ship construction loans to replace and expand the privately-owned merchant fleet, and real maritime labor unity to ensure fair wages and benefits for all mariners.

I am proud of the accomplishments of my administra-

tion - improved contracts, enhanced benefits for members and retirees alike, organizing victories, re-engagement with labor organizations both nationally and internationally, and expansion into the government fleet arena. My administration guided and modernized the union from the 20th century into the computer age of Internet tools, an open and uncensored members' electronic bulletin board system and e-mail. I thank the elected officials, representatives, staff, and members who focused their attention to improving our union and our democratic tradition. I am proud to leave the

union much stronger and better equipped to handle the difficult challenges and opportunities ahead.

I thank all who have supported my presidency over the past three years. The MEBA has had an outstanding and proud history for 126 years. It has been an honor to serve you as your president. Thank you all, smooth sailing, and God Bless the MEBA.

Larry O'Toole



Marine Officer

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Marine Officer keeps D1-PCD, MEBA members, pensioners, and their families informed about the activities of the Union. MEBA, founded in 1875, is the oldest maritime labor union in America and represents licensed engine, radio, and deck officers on US-flag ships.

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Senators Call for Better Maritime Security

Saying that our transportation system must be absolutely secure for America to confidently stride forward, Senators insisted that the rail and maritime industries implement tough security standards to stave off potential threats — threats that will likely manifest given the new climate following the September 11 attacks. Sen. Olympia Snowe (R-ME), at a recent hearing conducted by the Senate Surface Transportation & Merchant Marine Subcommittee (of the Commerce Committee) proclaimed that, "the bottom line is, we cannot remain strong if we cannot remain mobile." The hearing, scheduled to gather information, specifically focused on passenger and cargo security issues in the railroad and maritime industries. Senators were passionate in their declarations that new policies be immediately implemented in these industries. They say the targets are too big and too easy to penetrate in the current system. Sen. John Kerry (D-MA) maintained that there is no doubt that "we have a real need for better security and cargo screening equipment in our nation's sea ports and border crossings...More than 2 billion tons of freight enter our ports and harbors each year and prior to September 11, only slightly more than one percent of those cargo containers were inspected by either the Coast Guard, Customs, or Immigration and Naturalization officials." He also pointed out that they should invest in new technologies such as X-ray machines that would facilitate container inspection. Concerns about foreign crews sailing into U.S. waters also raised questions. Several pieces of legislation that stipulate various security tightenings in the maritime industry are winding their way through Congress led by Sen. Hollings' Port and Maritime Security Act of 2001.



In hearings to secure the nation's transportation system, Sen. Olympia Snowe declared, "the bottom line is, we cannot remain strong if we cannot remain mobile."



Sen. Ernest Hollings' bill to secure the nation's ports received new attention following Sept. 11.

New MEBA Leadership Team Steams



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

A well-organized slate of challengers, teaming with current and former officials, has been given a mandate by members to guide our Union over the course of the next three years. The Larry O'Toole Administration has passed the leadership baton to Ron Davis, MEBA's Gulf Coast Vice President for the last six years, along with a band of familiar faces carrying the banner of the MEBATEAM. Promising to pry open new job opportunities both seagoing and shoreside, and pledging to buttress MEBA medical and pension plans, Ron Davis' hand-picked team for the Union's District Executive Committee (DEC) - along with all his selected Branch Agents of MEBA's respective ports will be given that opportunity.

The DEC, the Union's policy-making roundtable group headed up by the President, will be joined by Louie "Bud" Jacque, who retains his position as MEBA's Executive Vice President and San Francisco Branch Agent. Bud, an active member since the early 1970s, has served the Union as an official for the past ten years.

Voting members remembered Cecil McIntyre, the Union's new Secretary-Treasurer, when they cast their ballots. Cecil spent two terms as Branch Agent of MEBA's Union hall in Los Angeles and made an impression as well during his three years as Patrolman in San Francisco.

Twenty-three year member Don Keefe aggressively tackled challenging issues facing the Representative of MEBA's Boston hall for the last six years and in the process made a name for himself. As the new Atlantic Coast Vice President, he has offered an open door for members and promised a term rooted in both accountability as well as productivity.

On the new makeup of MEBA's governing council, Marc Huber is the young gun of the bunch. Having joined the Union in 1980, Marc has honed his skills as a Union official while serving as New Orleans Patrolman under Ron Davis over the last three years. He will serve as the Union's new Gulf Coast Vice President.

Davis' platform seems to have struck a chord with members who embraced 14 of

the 15 candidates who ran for full-time positions as part of the new President's slate. A Navy veteran who spent over a year serving his country in Vietnam, Davis is a 1978 graduate of the Calhoun MEBA Engineering School. He and his team are eager to hit the ground running and advance the fortunes of the nation's oldest maritime union. President Davis has cast an eye toward seizing opportunities to craft progressive new legislation that will breathe new life into the maritime industry. He has also enunciated the need to maintain the Union's aggressive support for existing beneficial statutes such as the Jones Act and the Maritime Security Program.

Larry O'Toole graciously accepted the members' decision and expressed his hope that the Union continue to steam ahead. "The members have spoken through a fair and democratic election. I ask that the entire membership stand behind the new President to meet the numerous challenges that he is sure to face."



Bill Van Loo
Baltimore
Branch Agent



Lou Marciello
Houston
Branch Agent



Al Camelio
Los Angeles
Branch Agent



John McCurdy
Seattle
Branch Agent



Bill McHugh
New York
Patrolman



M.I. "Moose" Mallini
New Orleans
Patrolman



Jon Anderson
San Francisco
Patrolman



Donn Reamer
Houston Patrolman



Michael Nizetich
Los Angeles Patrolman



Mike Jewell
Seattle Patrolman

Into Office — Ron Davis Is New Chief



D. Ballenger



R. Barron



C. Cimini



M. Gallagher



J. Haarmann



M. Jewell



J. LaRiviere



M.I. Mallini



J.H. Matthews



A.J. McIntyre



H. Smith



Candidates watch the proceedings as the Impartial Administrator's team sorts out ballots. Because ballots had been processed through the D.C. Brentwood postal facility, workers protected themselves against Anthrax.



The Tally Committee for the 2001 Election. The back row consists of (l-r) Chairman Jim Weythman (Seattle), Lidia Pollard (New Orleans), George Cooper (Houston), Mike Blakeslee (San Francisco) and Jim Langmeyer (New York). In front are James Dodson (L.A.) and Lou Holter (Baltimore).

Newly Elected Officers of District No. 1-PCD, MEBA (AFL-CIO)

District President, Ex-Officio National V.P., Ex-Officio NMEBA Convention Delegate
Ron Davis

Executive Vice President,
San Francisco Branch Agent, Ex-Officio NMEBA Convention Delegate
Louie "Bud" Jacque

District Secretary-Treasurer, Ex-Officio NMEBA Convention Delegate
Cecil McIntyre

Vice President-Atlantic Coast, New York Branch Agent, Ex-Officio NMEBA Convention Delegate
Don Keefe

Vice President-Gulf Coast, New Orleans Branch Agent, Ex-Officio NMEBA Convention Delegate
Marc Huber

Port of Baltimore Branch Agent, Ex-Officio NMEBA Convention Delegate
Bill Van Loo

Port of Houston Branch Agent, Ex-Officio NMEBA Convention Delegate
Lou Marciello

Port of Los Angeles Branch Agent, Ex-Officio NMEBA Convention Delegate
Al Camelio

Port of Seattle Branch Agent, Ex-Officio NMEBA Convention Delegate
John McCurdy

Patrolman, Port of New York
Bill McHugh

Patrolman, New Orleans
M.I. "Moose" Mallini

Patrolman, San Francisco
Jon Anderson

Patrolman Houston
Donn Reamer

Patrolman, Los Angeles
Michael Nizetich

Patrolman, Seattle
Mike Jewell

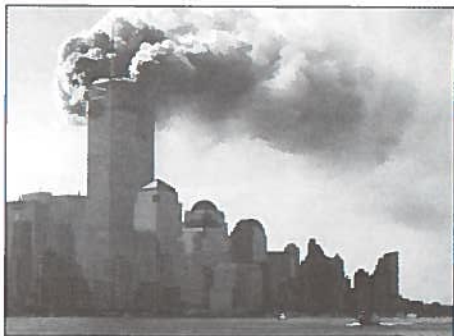
Representatives to the National Convention

Duncan Ballenger
Bob Barron
Claudia Cimini
Mark S. Gallagher
John Haarmann
Mike Jewell

Jim LaRiviere
M.I. "Moose" Mallini
Joyce Hanson
Matthews
A.J. McIntyre
Helen Smith

The Tally Committee's report will be read into the minutes at the regular January membership meetings. The report and detailed election results are available at the Union halls and on the Members-Only BBS.

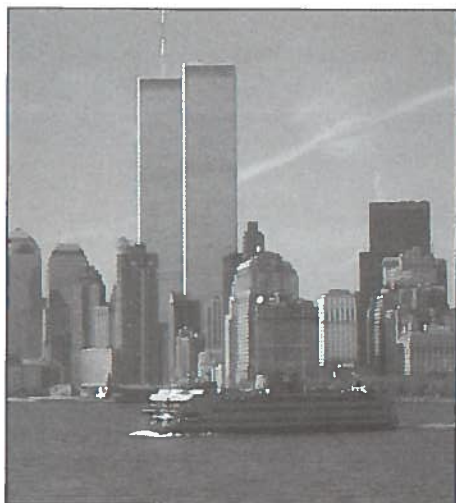
MEBA Members Shine Through



On that black day, iron-willed members defied the danger and sailed into a war zone determined to alleviate the suffering of a city under siege. For the MEBA members plying the waters around New York Harbor, the response was immediate when two airliners, guided by terrorists, tore into the World Trade Center on September 11.

Staten Island Ferries

MEBA member Capt. Jimmy Parese was closing in on Manhattan Island on his 8:45 a.m. run with a boatload of passengers eying the curious smoke emanating from the North Tower of the World Trade Center. As the *SAMUEL I. NEWHOUSE* neared Governor's Island and began its final approach into lower Manhattan, Parese and Asst. Captain Phil Carroll gaped in horror from the pilot-house as terrorists continued their insidious assault on Tower 2 with a second strike. Mass confusion and shock became



Taken on the morning of Sept. 11, before the chaos.

the order of the day but Capt. Parese made a quick decision as the enveloping horror unfolded. Realizing that it would be a danger to dispatch his passengers onto a battleground, he made the call to deliver the ferry back to the safe haven of Staten Island. "It was absolutely the right call," reflected Reserve Capt. Jim Capelonga. Capt. Parese recounted that they "proceeded past the slips and through the Buttermilk Channel, and then through the Bay Ridge Anchorage. I was trying to avoid being out in the open for too long, and possibly becoming a target." The crew was able to keep 3,500 frantic passengers calm until they could safely offload them in St. George. Soon after, the *NEWHOUSE* made a beeline back to Manhattan to assist in the mass exodus. "The crew all knew what we were returning to, yet they all understood the importance to return," said Capt. Parese. The *NEWHOUSE* was the first boat to pull into the slip on the Whitehall side and they were met by thousands of hysterical New Yorkers desperate to flee the chaos. As they filled the boat to capacity, the first Tower came down and "a cloud of smoke, dust and ash blanketed the area, reducing visibility to zero." Panicked passengers instinctively lunged for the lifejackets under their seats preparing for a further calamity. The crew had to rely on radar to make their escape through the blinding smoke and debris. Deckhands attempted to restore calm to a full load of 6,000 filthy and frenzied passengers, but the onboard bedlam multiplied when a false report filtered in that a passenger had plunged into the water. The ash-caked vessel slowed to a halt as deckhands Richie Campanella and Mark Herman, through burning eyes, peeled the water searching for the non-existent man. Convinced that the boat was on fire and ready to sink, petrified passengers scrambled for the remainder of the life jackets...

Crewmembers aboard the three other Staten Island Ferries operating that day were also cast into a similar situation.

Aboard the *JOHN F. KENNEDY, GOV. HERBERT H. LEHMAN* and the *AMERICAN LEGION*, crews were brought face to face with the enormity of the circumstances. On the *LEGION*, Capt. Daniel Cruz was on his approach to Manhattan as the billowing smoke and debris obliterated all visibility and cloaked the slip in a wall of darkness. When it seemed impossible that the ferry could safely dock, a gust of wind blew in, temporarily

clearing the path. "We're gonna go in," the Captain announced as the crew prepared to come to the aid of thousands of desperate citizens clamoring to get off the island. Mate Billy Vogel recollected that the 3,000 passengers that piled onto the vessel were mummified in a layer of soot shuffling around



Capt. José Casais and A/C Jim Capelonga.

zombie-like - their trauma palpable. When they marched off the ferry in Staten Island, Billy had to prevent an orange sea of dazed passengers from mindlessly walking off with the lifejackets.

The Coast Guard immediately dropped their "12-hour rule" allowing NYC workers to toil well into the night and continue the incredible outburst of compassion on behalf of the stricken city. Many of the ferry members worked on fumes for over 18 hours seeking somehow to soothe the misery. Another member worked a 35-hour shift. "Everyone wants to help, but if you work 'em all there'll be no one to go the next day," Billy noted. In their off hours, many fleet members devoted their time to comb through the ruins of the Trade Center, in the flickering hope that survivors could be unearthed.

Over on the *KENNEDY*, Capt. Frank Peters and Asst. Capt. Eddie Squire were loading passengers from Manhattan as the second plane hit. Later on in the day, medical personnel set up an improvised shower aboard the boat and nurses attended to various afflictions. Eyewash was the primary service in demand.

Dark Days In New York City



Capt. Bill McLane, Mate Wayne Speidel and A/C Mike Gansas.



1st A/E Steve Starr aboard the USNS COMFORT. (Photo courtesy of Bridget Morris-MSA.)

Capt. José Casais pointed out that soon enough the ferries were transporting fire equipment, emergency vehicles and armored trucks aboard, among other gear. On the Staten Island side, the supply depot that had been set up was indicative of an incredible and rapid organizing effort. Within three hours of the disaster they had coffee waiting for the workers and a basis for operations that would last for weeks.

Originally the ferries were slated for morgue detail but when it became apparent that there were no bodies, the fleet continued to support emergency teams at Ground Zero until the City was reopened by Mayor Rudy Giuliani the following week and access finally began loosening up. The ferries, which previously had carried personal vehicles in and out of Manhattan Island for the general populace, have since discontinued that service because of security concerns.

Military Sealift Command – USNS COMFORT

On September 11, the Military Sealift Command hospital ship USNS COMFORT, crewed by civilian mariners including MEBA members, lay at her berth in Baltimore, Maryland. First Assistant Engineer Steve Starr and an elite team aboard the floating first aid kit determined that they would begin readying the highly decorated ship for activation in case they were given the word. Starr began to fire up ship systems that had been relying on shoreside connections during their reduced operating status. His six-man team began prepping the boilers and readying the engine room to get underway. "The ship was scheduled to perform dock trials the following week," Starr pointed out, "so I began preparing the ship to run on her own steam, figuring that even if we weren't activated, I had just gotten a headstart on the following week." That afternoon, the vessel received the call from MSC brass that the COMFORT would be activated and deployed to New York on a mission of mercy. Starr had given the ship a three-hour headstart. The Military Sealift Command used the time needed to fire up the plant and to fill the additional billets required for a sea voyage. MSC got Chief Engineer Don Skurka to cut his vacation short and report to the ship to head up the engine department. The COMFORT is in ROS-5, meaning that she is prepared to sail within 5 days. However, within 21 hours after receiving her activation orders, the 14-year old vessel that had performed so admirably during the Persian Gulf War, was ready to go. "The seven-man, reduced operating status crew's focus on ship readiness was the sole reason we could get underway in less than 24 hours," Chief Skurka attested. "Steve Starr deserves all the credit."

Docked at Earle, New Jersey two days later to pick up additional supplies, the mission of the COMFORT was altered. Instead of serving as a hospital ship, it was converted into a hospitality ship to provide floating respite for emergency relief workers. At 8:30 p.m. on Friday the 14th, COMFORT pulled into its temporary new address, at Manhattan's Pier 92 near West 52nd Street. By Saturday, arrangements were being finalized to accommodate the swarms of rescue and relief workers who needed a breather

from the grueling labor being performed at the disaster scene. Chief Skurka noted that, "by Saturday morning, the majority of the engineering department had been awake for about five days. But the cause was worth it."

The size of three football fields, the COMFORT's 1,000 beds normally assigned to the infirm, were reserved for grateful Ground Zero heroes who needed a well-deserved rest. For the 16 days the ship received "guests," until the soup



Mate Billy Vogel aboard the KENNEDY.

kitchen was closed on the 30th of September, the COMFORT served 17,000 meals feeding over 6,650 guests. Guests included New York City police and firefighters, National Guardsmen, the N.Y. State Militia and volunteer relief workers. In addition, 4,400 pounds of laundry were cleaned, 1,359 medical massages were given by volunteer staff, and 500 "mental health consultations" were conducted. On the morning of the ship's departure, Oct. 1st, a message from Mayor Giuliani was piped aboard giving thanks to 335 military personnel and 54 civilian mariners - the gracious hosts of the COMFORT.

Army Corps of Engineers Vessels

The Marine Division of the Army Corps was ready to move when the call came to rush to the relief of the devastated city. Crewmembers representing the New York, Wilmington and Philadelphia Districts were in town taking a safety course around the corner from the Trade Center when the first plane hit. It wasn't long before they flocked down to the fleet of Corps vessels to begin ironing out logistical nightmares. "All the personnel



Army Corps ships responding to the disaster.

there volunteered to help automatically," noted Joe Meyers from the New York District who was pulled away from the classroom. "Without a second thought, they placed themselves on duty." Initially, the Corps manned the Motor Vessels *HATTON*, *HUDSON*, *HAYWARD*, *GELBERMAN* and *DRIFTMASTER*, as well as the *M/V HOCKING* and *NEW YORK SURVEY BOAT #1*. They immediately deployed their boats as evacuation vessels. Fast-acting crews whisked thousands of stunned survivors across the water to Caven's Point, NJ, where relief stations were quickly set up. Corps personnel couldn't help but notice the glazed-over disposition of their passengers as they were ferried to safety. A three-pronged makeshift marina at Caven's Point divided offloading passengers into the unharmed, the injured and those in dire shape. On the return trips, the Army Corps vessels shuttled firefighters and emergency personnel to the scene of the disaster. They also delivered critical supplies to keep fireboats and fire trucks operational. Resupplying land-based personnel and equipment proved challenging because of the poor access created by the ongoing pandemonium and destruction. The New York District's Josh Daskalakis pointed out, "They were passing five-gallon cans by hand. There was no other way to access the site." Whatever was required was floated over. Supplies included drinking water, antifreeze, oil and equipment as large as forklifts.

The *HOCKING* became the command vessel and transported Congressmen, staff and Army Corps officials, including Chief of Engineers Lt. Gen. Robert Flowers, to survey the damage. The initial response vessels were later joined by a host of Corps ships including the *WAMPANOAG*, *CATAUMET* and the *COLVIN*. The vessels soon began transporting structural engineers and assisting in the removal of debris. The agency successfully dealt with two pier collapses and Corps planners began preparing for

an emergency dredging of the Hudson to permit barges transferring rubble to landfills to proceed unfettered. The dredge-ship *McFARLAND*, out of the Philadelphia District, played a large role in clearing out the barge route and also continued critical transport of supplies and personnel. The Army Corps vessels' quick and ongoing support allowed emergency personnel on the scene to continue an unrelenting response to the disaster area.

FDNY Marine Division

The floating pumping stations known as the New York City Fireboats are a frequently forgotten commodity in a city surrounded by so much water. The aging fleet is often dismissed and left to wither away, remembered only when something bad happens on the Harbor.

On September 11, a recall was issued for all members of the fireboat fleet. Lt. Terrence Jordan and firefighters Robert Spadaro and Paul Coulbourne left Educational Day at Randall's Island and converged on the Brooklyn Navy Yard. They were met by Pilots Scott Hanson and Neil Yellen, along with vacationing Pilot Joe Gagliardi who had been plying the Hudson that day on a pleasure boat. It was there they got the word from Pilot Ed Mauro who reported that the World Trade Center had collapsed and that FDNY Marine Division Supervisor Captain Al Fuentes was missing in the vicinity of the debris field. The marine crew, joined by Engineer Paul Fornuto, Firefighter Sean McLoughlin, Marine Wiper Dennis Crowe and Safety Chief Sal Posavetz readied the *SMOKE 2*, a fireboat built in 1958, now only usable as a tender. Soon after, the Company picked up a distress call on the radio from Captain Fuentes who had sustained serious injuries and had become trapped under a shower of debris from what was once the World Trade Center – near West Street and Vesey. The *SMOKE 2* docked at the North Cove Marina behind the atrium of the World Financial Center Building. Two teams were deployed to search for Capt. Fuentes and any other "surface victims." "The scene was one of complete devastation," Lt. Jordan reported, "apparatus

destroyed and on fire, complete silence with the exception of sporadic falling debris..." Somehow, they stumbled upon Capt. Fuentes amid the carnage. His head and shoulders were protruding from the debris with his lower extremities fastened beneath the rubble. After the team carefully extricated the Fire Dept. official from his would-be grave, Pilot Gagliardi squeezed through the window of one of the two twisted burning ambulances on the scene in a quest for crucial medical equipment. He was able to recover enough supplies for the team to stabilize the ailing Captain and dress his wounds as best they could. Fuentes had sustained broken ribs, severe head trauma, trauma to his lower extremities and a punctured lung. As they carried him back to the *SMOKE 2* on a makeshift gurney, the decision was made to avoid Manhattan hospitals that were likely inundated. Radioing ahead, they made sure Capt. Fuentes was met at the Jersey City Hospital where immediate treatment and continued rehabilitation incredibly allowed him to return home – less than two weeks later.

Following that ordeal, Lt. Jordan and his team returned to the skeleton of the once-great Towers to paw through the wreckage and continue their heartbreaking search for survivors. Meanwhile the fleet's oldest fireboat, the *FIREFIGHTER* built in 1938 had assumed a position by Vesey Street and commenced operations to combat the hellish blaze that was further ravaging the war zone. The *FIREFIGHTER* is the most decorated boat in New York Harbor having been honored with the Maritime Administration's Gallant Ship Award in 1973. During that mission the crew heroically combated an inferno on the water that erupted when the *SEA WITCH* collided with the crude oil tanker *ESSO BRUSSELS*. Now the ship was battling a raging fire threatening to spread beyond the devastated 16-acre complex. The century-old water mains in lower Manhattan couldn't sustain the damage incurred by the attack and were rendered inoperable. New York City Fireboats proved to be the only source of water for the first 72 hours as the small and aging fleet worked round the clock to beat the blaze back. The *FIREFIGHTER* connected four water supply lines to land-based fire engines and began the absolutely critical flow of water pumped out of the Hudson. "They didn't even know where the water was coming from," Pilot Gagliardi remembered. He reported that, "a separate five-inch non-friction line was run from the *FIGHTER*'s aft manifold directly to the standpipe connecting to the Verizon Building." They began pumping at 11



The NYC Fireboat FIREFIGHTER at her berth in Staten Island.



Marine Engineer Ronnie B. West.

a.m. on Sept. 11th and maintained their vigil and vital operations for ten days. The four pump, 134-foot twin-screw fireboat is capable of spouting out 20,000 gallons of water per minute at 150 psi. A grueling workload with antiquated equipment stretched the fireboat to the edge of its limits. "Every single pump needs an overhaul," Chief Engineer Dan Reddan moaned weeks later. "The pumps took a beating – a beating." Inside the vessel it was steaming. Lack of shoreside electricity to the DC powered vessel prohibited air conditioning or even a working refrigerator on the boat. The overheated engineers had to use a cooler full of ice in the engine room to cool down the bearings.

The other fireboats in the fleet continually met equipment challenges as well. On the *JOHN D. MCKEAN*, the boat experienced generator problems from the get-go. A flexible coupling (the connection between the motor and prime mover) broke while they were underway necessitating a welding job. The *JOHN J. HARVEY*, a boat that finished its service in 1991 and was recently saved from the scrap heap was pressed into service. Numerous problems plagued the noble crew of this floating museum and the diesel electric plant shut down after 36 hours. The pumps on the *SMOKE 2* proved inoperable and the 43-year old fireboat was sent back to the Brooklyn Navy Yard. The 40-year old reserve boat *GOV. ALFRED E. SMITH* was also feeling its age. The *KEVIN C. KANE*, only nine years old, was able to join the *FIREFIGHTER* on the front lines. The 52-foot fireboat can only match a quarter of the *FIREFIGHTER*'s water capacity, yet its age has allowed it to become the workhorse of the fleet.

Double crews manned the fireboats. For the first several days, the Marine

Division toiled 24 hours on/24 hours off, though many worked the first two days straight. They used much of their time off to join search teams in a quest for their missing brothers. On one occasion, while rummaging through the "pit", Dan Reddan's day ended when he was surprised by a Brown Recluse Spider, one of six poisonous kinds of arachnids in the U.S., whose bite left him battling potentially fatal symptoms. On another day while sifting through the twisted wreckage of the World Trade Center, the men of Marine Company 9 came upon "an apparition so astounding" it made them do a double-take. In a series of e-mail dispatches reprinted in Easton, Maryland's *Star Democrat*, Dan Reddan noted, "There are three sets of matched beams in a cross configuration, the center one wrapped in swaddling bombed-out clothing. It is all backlit with sunlight from the street and opening three stories up!" Surrounded by a desolate wasteland, the crosses induced an inspirational hope not experienced in some time by dispirited New Yorkers. That hope was essential for the Marine

Division as they attended the endless funerals for their comrades in the weeks to come.

Ten days of continuous pumping finally quenched the advance of the worst of the runaway fires facing the grid around the Towers. The response of the fireboat fleet saved the

Verizon Building, which was proclaimed structurally sound enough to stand.

On Sept. 20th, the *MCKEAN* took over the *FIREFIGHTER*'s Vesey Street position and the 63-year old boat, its riveted hull worn down and in desperate need of plating work, headed back to its berth in Staten Island. The boat hasn't been out of the water for repairs in over six years. Though the poorly funded FDNY Marine Division is often ignored, its heroic crews exploited the maximum capabilities out of the ancient fireboats with staggering resolve and sheer know-how.

Postscript

During this horrendous and significant time in our nation's history, the eruption of human kindness and solidarity to fellow Americans was truly gratifying. MEBA Brothers and Sisters were part of this outpouring of humanity with their unbelievable tenacity and relentless response to adversity. The heroic accomplishments of our members on the Staten

Island Ferries, *USNS COMFORT*, Army Corps of Engineers vessels and the NYC Fireboats were a beacon of light in the dark days of September 2001. They have further deepened the rich heritage of our proud Union.

THANKS, FELLAS

The following is a December 4 editorial reprinted with permission from Easton, Maryland's Star Democrat. It was penned by Denise Riley who is married to retired MEBA Chief Engineer William J. Riley.

Five men who were in town to attend a two-day safety training course at the Calhoun Marine Engineering School, were at the bar at the Rustic Inn in Easton's Talbot Town shopping center Friday evening. All five are marine engineers who work on the New York City Fire Department's fireboats or on the Staten Island ferries. All five also happen to have done duty with firefighting and other rescue efforts at the Twin Towers after the terrorists' September 11 attack and in the weeks since. They were answering our questions about their experiences and how they view the situation now. They were low key and modest in their responses. They worry about their fellow firefighters who are now showing signs of health problems from exposure to the cement dust and chemicals at Ground Zero. At least one was awaiting the results of his own physical. They worry that some Americans appear already to have forgotten what happened to New York City, to the Pentagon, in a field in Western Pennsylvania - and to the nation - on September 11. The men mentioned other MEBA members with whom they have worked at Ground Zero. They talked about the sorrow of attending memorial service after memorial service for firefighter and police comrades who died in the Twin Towers' collapse. As we talked, the bartender placed a fresh drink in front of each of the men. Then she gestured to a customer seated at the far end of the bar, explaining that he had paid for their round of drinks. Each of the five got up, went over and shook the man's hand. The customer said quietly that he couldn't help overhearing the talk of their efforts at Ground Zero and of how so many people came together in that time of national crisis. Himself a Gulf War veteran, he explained, "I just wanted to thank you for what you did."

-MEBA members at the Rustic Inn Tavern that day included Pilot Ted Lukawski (FDNY Fireboats), C/E Dan Reddan (FDNY Fireboats) Mike O'Toole (MEBA Delegate, S.I. Ferries), and Staten Island Ferry engineers Ron Roaldsen, Bruce Kirkland and Tom Monahan.



Joe Gagliardi and Lt. Terrence Jordan accepted a plaque from the "First Lady of Maritime" Helen Bentley for their roles in a dramatic rescue at the World Trade Center utilizing one of the NYC Fireboats. Acting Deputy Maritime Administrator Bruce Carlton stands behind Lt. Jordan.

MEBA's Govt. Fleet Rep. Randi Ciszewski (r) with the Army Corps' Col. John B. O'Dowd (NY District Commander & District Engineer). The Corps' marine division received AOTOS recognition for their role in NY Harbor after the tragedy.



Philip Shapiro, president and CEO of Liberty Maritime Corp. (l) was honored with a lifetime achievement award. New York Senator Charles Schumer presented him with the Admiral of the Ocean Seas (AOTOS) statuette.



The MEBA-manned Staten Island Ferries were honored during AOTOS night. L-r are Capt. Jimmy Parese, Jim LaRiviere, Michael O'Toole and Dan Kerbawy.



Erik Johnsen, International Shipholding Corp. (parent of Waterman Steamship & Central Gulf Lines) reminisced about his long career in the maritime industry on AOTOS Awards night. He was honored with a lifetime achievement award.



Former Maritime Administrator Sam Nemirow (l) with the President of the United Seamen's Service Tal Simpkins. The USS is the lead organizer of the AOTOS Awards – the maritime industry's most prestigious accolade.



Bill Schubert was recently confirmed as the new Maritime Administrator, a job last held by Clyde Hart Jr.



Left to right are Robert Marshall (NYC Fireboats), Dan Reddan (NYC Fireboats), Rose Reddan, Larry O'Toole, Carol O'Toole, Joe Gagliardi (NYC Fireboats), Helen Gagliardi, Terri Jordan and Lt. Terrence Jordan (NYC Fireboats)



The Tankship Safety class includes a 40-hour Tankerman of Dangerous Liquids certification course that fulfills Coast Guard and STCW training requirements. At the Oct. 22-Nov. 2 session are (front row l-r) Keith Garland, Brian Good, Nikolaos Moniodis and Michael Purcell. The rest of the group (sitting) are Kim Sterritt, Wayne Wilson, James Howard, Maurice Merritt, David Tettleton and Fred Lozen. Instructors Dennis Compton and Lee Kincaid stand in back. Instructor Mark Huber and Ben Zaida Jr. are off-camera.



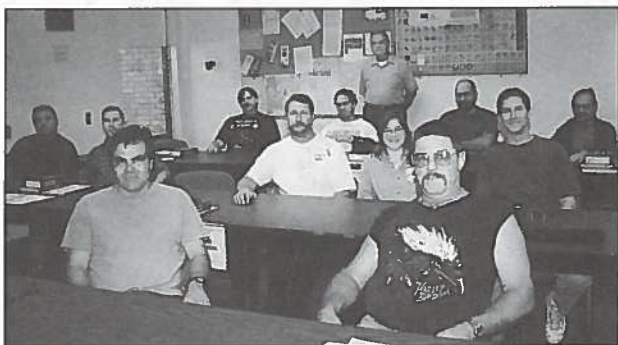
Twice a year, for six weeks, students labor through the School's Diesel Engineering course. The latest session took place from Oct. 8-Nov. 16. Survivors included (front row l-r) Mike McGeehan, Jim Curran, Paul Preciado, Don Skurka, and Matt Wilson. In the second row are Travis Ellis, Jonathan Lincoln, Bill Meredith, Ben Parmer, Ray Schwartz and Mike Shea. Sitting in the last row is Tim O'Brian. Standing in back are Instructor Larry O'Loane, Derli Ferreira, Paul Mooney and Instructor Mark D'Arcy.



Hard-charging Instructor Thurland Wilkinson drove students through his Basic Computers course nine times in 2001. In the Oct. 8-Oct. 19 session his crop of students included (front row l-r) Paul Nelson, Richard Olson, Fred Stoddard, Robert Elliott and Harold Anderson. Standing (l-r) is Thurland, Lawrence Greenlund, Brett Fulmer, Kevin Dwyer, Thomas Jordan, Beth Leblanc, Steven Foroe and Robert Feldman.



The Advanced Firefighting/HAZMAT course teaches students how to deal with a potentially catastrophic situation aboard ship. During the two-week session beginning on Nov. 5 students included (sitting l-r) Kayat Cheng, Louis Dolph, Robert Gehring, Harvey Goheen III, Derrick Burns, James Visser and Brian Koechley. The rest of the group (standing l-r) are Instructor Barry Van Vechten, Kenneth Irish, Bruce Johnson, Alan Huston (beard), James McCarron, James Carpenter, Hector Chamorro, James Fisher, John Settles, Alexios Moustakakis, Michael Purcell and David Browning.



The detailed Electricity course drills students on the essentials of the subject and leads into an introduction on the use of programmable logic controllers. During the Sept. 10-Oct. 5 class are (front row l-r) Floyd Fulmer and Terry Miller. In the second row are Lee Koerber, Tom Cassidy, Mark Williamson, Erin Bertram, and Michael Kovach. The back row consists of Ron Herzog, Victor Nigro, Dave Trovato and Ray Justice. Standing in back is Instructor Dick Crompton.



The School holds its Electrical Troubleshooting course five times a year. The Nov. 5-16 session drew (front row l-r) Marvin "Woody" Woody, Mike Hall, Jake Kolegue and Carol Curtiss. In the second row are Hieu Nguyen, George Perkins, Pat Harren, Erik Soderlund, Bruce Bartlett and Bob Nelson. Sitting in back are Charles Kellett, Dave Carmody, Joe George (obscured), Bill Heanue, Jim Palmer and Frank Dalrymple. Standing in back are Instructors Dick Crompton and Nick Priscu.



The four-week Instrumentation course delves into not only theory but also the practical aspects of instrumentation and control systems. In the first row (l-r) are Lance Lyons, James Soucy, Greg Fauntleroy and Mike Kovach. In the second row are Martin Tetu, Clarence Langford, Jeff Cole and Anthony Garza. Standing in back is Instructor Richard Thek.



Instructor Barry Van Vechten handled a huge turnout during the Advanced Firefighting/HAZMAT session that ran from Oct. 8-19. In the front row are (l-r) Mark Williamson, Harold Williams, William Schweyen, Steve Smith, Witold Szyfter, Stephen Erickson, Michael Futrell, Frank Goodwin, Daniel Adamis and M.E. Brenno. In back are Instructor Barry Van Vechten, Charles Williamson, Dohn Piscioniere, Frank Rodgers, Richard Danahy, John Pappas, Don Jack, Steve Olson, Barry Manning, Robert Cruise and Martin Tetu.



GMDSS or Global Maritime Distress & Safety System is a four-week course open to radio, deck and engine officers. At the Sept. 10-21 session are (l-r) Ray Fogle (obscured), Gene Ennesser, Larry Pitts, Loraine Acosta, Mark Nowak, Instructor William Eney, Richard Mossman, Alan Currie, and Michael Anderson.



At the Basic Computers course that ran from Sept. 10-21 students in the front row include James Macgillivray, Don Weaver, Moose Mallini and Dominic Walsh. Sitting in the second row are George Danner, Dennis Driscoll, Dave Hamilton and Keith Olsen. Standing in back are Instructor Thurland Wilkinson, Mark Perez, Roland Beauregard and Ron Davis.



The Container Crane Maintenance course is carried by the School only twice a year for up to twelve lucky students at a time. During the session that ran from Sept. 10-28 those fortunate few included (front row l-r) Anthony Dilabio, Bill Tracy, Paul Knox, Don McMickle and Stacey Swinson. The rest of the sitting students are Paul Holanchock, Irvin Levy, Bob McFeeters, Neil Quinn, Joe DiBenedetto (moustache) and Fred Lozen. Standing in back are Instructors Jim Nightingale, Paul Dery and Bill Pierangelino.



The Welding Technology course is offered three times a year to an elite group of 12 or less. At the Oct. 22-Nov. 16 session are (front row l-r) Instructor Val Sanders, Bill Tracy and Instructor Frank Walsh. Behind them are Greg Kuijpur, Jody Thomas, Aaron Faulhaber, Reginald Fadden, Josef Eggert, Terry Miller, Charles Reny, Doug McPhee and Mike Gibbons.

Gloria Cataneo Tosi President American Maritime Congress

Rebuilding our Merchant Marine: The Oberstar Bill

On November 8, 2001, nearly two months after the terrible events of September 11th, Congressman James Oberstar (D-MN) introduced the Merchant Marine Cost Parity Act of 2001 (H.R. 3262). Congressman Oberstar is the Ranking Minority Member of the House Transportation and Infrastructure Committee, and he was joined as an original co-sponsor by the Committee's Chairman, Congressman Don Young (R-AK). Both members have been longtime and strong supporters of the U.S.-flag merchant fleet.

The bill intends to strengthen our fleet in a new way — by attacking the cost factors that make it more expensive to operate a vessel under the U.S.-flag. These are the same cost factors that make it difficult to attract additional vessels to our merchant marine and new seafaring jobs for MEBA. As such, this legislation is an essential element of our Nation's overall maritime policy, one that complements the Maritime Security Program, cargo preference laws, and the Jones Act. If enacted into law, this bill will become a key pillar of our maritime policy because it offers the promise of growth for the U.S.-flag fleet.

The Oberstar measure employs four provisions to check the costs that hinder the competitiveness of U.S.-flag ships versus foreign vessels.

First, the U.S. tax code for shipowners and operators would be modified so that it resembles the "tonnage" tax — a flat tax based on a vessel's displacement. A number of European nations, including Great Britain, Germany, Holland, and Norway, recently adopted a similar initiative, with strikingly successful results. Great Britain alone has increased the size of its fleet by 40 percent in little over 18 months.

Second, our tax laws would be changed to exempt from Federal taxes the income earned by U.S. mariners working on U.S.-flag commercial vessels in the international trades. Currently this figure (under Section 911 of the Internal Revenue Code) is \$80,000. This reform is long overdue. Nearly every other American who works overseas currently enjoys this tax-exempt status, and, under this bill, mariners who spend months outside of the United States will as well. After all, it makes no sense that members of the Merchant Marine be denied the same tax benefits enjoyed by other Americans.

Third, higher U.S.-flag vessel design and construction costs would be mitigated by exempting our vessels from Coast Guard standards as long as they meet International Maritime Organization (IMO) guidelines. The effort to reduce or eliminate U.S.-specific requirements to boost competitiveness began when our industry first started to work on the Maritime Security Program in the early nineties. Some reforms were made in 1996-97 at the time of passage and implementation of the Maritime Security Act. The proposal in the Oberstar bill would be another big step forward. It defies common sense to hamstring our vessels with one set of domestic design standards — every one of which adds to U.S.-flag costs — when every other vessel that enters our waters is

held to a different and less costly standard, especially when foreign vessels control 95 percent of U.S. ocean commerce.

Fourth, ship operators and maritime labor would be encouraged to agree on an alternative system to compensate merchant mariners for injuries or deaths on U.S.-registered vessels. If such a system can be achieved, it could help lower U.S.-flag insurance costs — another competitive factor. It is important to note that this initiative contains two "safety" features. Maritime labor must agree as part of its collective bargaining, and the Secretary of Transportation would also have to establish a protective floor, beneath which coverage could not go.

The 2002 Congressional agenda promises to be a busy one, especially so because much legislation was put on hold this year as the Bush Administration and Congress responded to the horrible attacks of September 11th.

Furthermore, if past is prologue, it is a long way between a bill's introduction and its passage. As with the Maritime Security Act of 1996, many details will be worked out or refined during the legislative process, and getting any law on any subject enacted in Washington takes time and a united resolve. But our industry has done it before, and we can do it again.

I see already two very positive signs. The first is that our industry — U.S.-flag operators, maritime labor, and maritime trade associations — are all in support of this bill. We have jointly written to Congressman Oberstar, and the American Maritime Congress, for example, has already helped to line up additional co-sponsors on the bill, and to educate Members of Congress and key officials throughout the Bush Administration through the weekly publication of the AMC newsletter.

The second positive sign is the energy, enthusiasm, and commitment of Congressman Oberstar himself. This will be a very important factor in the coming months. With nearly 30 years of service in the House of Representatives, he is a very senior, highly respected Member with many close colleagues on both sides of the political spectrum — Democratic and Republican. What is more, he *believes* in this new and innovative approach.

The Merchant Marine Cost Parity Act represents a new opportunity for America's merchant marine — an opportunity to increase vessels under our flag. It is an opportunity that we intend to make the most of.



The American Maritime Congress is a Washington, D.C.-based research and educational group representing MEBA-contracted U.S.-flag vessel operating companies in the international and domestic trades.

Summary Annual Report

MEBA Pension Trust 401(k) Plan

This is a summary of the annual report of the MEBA Pension Trust 401 (k) Plan (Plan) EI Number 51-6029896 for the year ended December 31, 2000. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

Benefits under the Plan are provided by the Trust. Plan expenses were \$4,842,257. These expenses included \$37,890 in administrative expenses and \$4,800,577 in benefits paid to participants. At the end of the Plan year, a total of 3,160 persons were participants, of which 1,642 participants had account balances.

The value of Plan assets, after subtracting liabilities of the Plan, was \$68,020,247 as of December 31, 2000 compared to \$71,509,405 as of January 1, 2000. During the Plan year the Plan experienced a decrease in its net assets of (\$3,489,158). The Plan had total income of \$1,353,099, including contributions of \$7,903,188 and loss from investments of (\$6,550,089). The loss from investments was due primarily to the decline in value of the mutual funds.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Assets held for investment
3. Service provider and trustee information

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202; (410) 547-9111. The charge to cover copying costs will be \$5.25 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the Plan administrator, on request and at no charge, a Statement of Net Assets Available for Benefits of the Plan and accompanying notes, or a Statement of Changes in Net Assets Available for Benefits of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Branch of Public Disclosure, Pension and Welfare Benefits Administration, U.S. Department of Labor, Room N4677, 200 Constitution Avenue, NW, Washington, D.C. 20216.

SCHEDULE H (Form 5500) Department of the Treasury Department of Labor Pension and Welfare Benefits Administration		Financial Information		OMB No. 1510-0010
This schedule is required to be filed under Section 104 of the Employee Retirement Income Security Act of 1974 (ERISA) and section 6055(a) of the Internal Revenue Code (the Code).		File as an attachment to Form 5500.		2000
For calendar year 2000 or fiscal plan year beginning and ending		Three-digit plan number		002
A Name of plan MEBA PENSION TRUST - 401 (K) PLAN		D Employer identification number		51-6029896
C Plan sponsor's name as shown on line 2a of Form 5500 BOARD OF TRUSTEES - MEBA PENSION TRUST				
Part I Asset and Liability Statement				
1 Current value of plan assets and liabilities at the beginning and end of the plan year. Combine the value of plan assets held in more than one trust. Report the value of the plan's interest in a commingled fund containing the assets of more than one plan on a line-by-line basis unless the value is reportable on lines 1(a) through 1(c)(14). Do not enter the value of that portion of an insurance contract which guarantees, during this plan year, to pay a specific dollar benefit at a future date. Round off amounts to the nearest dollar. DFEs do not complete lines 1(c)(1), 1(c)(2), 1(c)(8), 1(c)(9), 1(c)(11), and, except for master trust investment accounts, also do not complete lines 1(d) and 1(e). See instructions.				
Assets		(a) Beginning of Year	(b) End of Year	
a Total noninterest-bearing cash		84100	407024	
b Receivables (less allowance for doubtful accounts):				
(1) Employer contributions	b(1)			
(2) Participant contributions	b(2)	642016	688040	
(3) Other	b(3)			
c General investments:				
(1) Interest-bearing cash (incl. money market accounts and certificates of deposit)	c(1)	4,118,313	3,429,919	
(2) U.S. Government securities	c(2)			
(3) Corporate debt instruments (other than employer securities):				
(A) Preferred	c(3A)			
(B) All other	c(3B)			
(4) Corporate stocks (other than employer securities):				
(A) Preferred	c(4A)			
(B) Common	c(4B)			
(5) Partnership/joint venture interests	c(5)			
(6) Real estate (other than employer real property)	c(6)			
(7) Loans (other than to participants)	c(7)			
(8) Participant loans	c(8)			
(9) Value of interest in common/collective trusts	c(9)			
(10) Value of interest in pooled separate accounts	c(10)			
(11) Value of interest in master trust investment accounts	c(11)			
(12) Value of interest in 103-12 investment entities	c(12)			
(13) Value of interest in registered investment companies (e.g. mutual funds)	c(13)	66,664,976	63,496,164	
(14) Value of funds held in insurance on general account (unallocated contracts)	c(14)			
(15) Other	c(15)			
For Paperwork Reduction Act Notice and OMB Control Numbers, see the instructions for Form 5500.		v3.2 Schedule H (Form 5500) 2000		

Schedule H (Form 5500) 2000		Page 2		Official Use Only
d Employer-related investments:	(a) Beginning of Year	(b) End of Year		
(1) Employer securities	d(1)			
(2) Employer real property	d(2)			
e Buildings and other property used in plan operation	e			
f Total assets (add all amounts in lines 1a through 1e)	f	71,509,405		68,020,247
Liabilities				
g Benefit claims payable	g			
h Operating payables	h			
i Acquisition indebtedness	i			
j Other liabilities	j			
k Total liabilities (add all amounts in lines 1g through 1j)	k	0		0
Net Assets				
l Net assets (subtract line 1k from line 1f)	l	71,509,405		68,020,247
Part II Income and Expense Statement				
2 Plan income, expenses, and changes in net assets for the year. Include all income and expenses of the plan, including any trust(s) or separately maintained fund(s) and any payments/benefits to/from insurance carriers. Round off amounts to the nearest dollar. DFEs do not complete lines 2a, 2b(1)(B), 2c, 2f, and 2g.				
Income		(a) Amount	(b) Total	
a Contributions:				
(1) Received or receivable in cash from:				
(A) Participants	a(1A)	7,903,188		
(B) Others (including rollovers)	a(1B)			
(C) Noncash contributions	a(1C)			
(2) Total contributions. Add lines 2a(1)(A), (B), (C), and line 2a(2)	a(2)		7,903,188	
b Earnings on investments:				
(1) Interest:				
(A) Interest-bearing cash (including money market accounts and certificates of deposit)	b(1A)	211582		
(B) U.S. Government securities	b(1B)			
(C) Corporate debt instruments:				
(1) Loans (other than to participants)	b(1C)			
(2) Participant loans	b(1D)			
(3) Other	b(1E)			
(4) Total interest. Add lines 2b(1)(A) through (F)	b(1F)		211582	
(2) Dividends:				
(A) Preferred stock	b(2A)			
(B) Common stock	b(2B)			
(C) Total dividends. Add lines 2b(2)(A) and (B)	b(2C)		0	
(3) Rents	b(3)			
(4) Net gain (loss) on sale of assets: (A) Aggregate proceeds	b(4A)			
(B) Aggregate carrying amount (see instructions)	b(4B)			
(C) Subtract line 2b(4)(B) from line 2b(4)(A) and enter result	b(4C)		0	

Schedule H (Form 5500) 2000		Page 3		Official Use Only
(5) Unrealized appreciation (depreciation) of assets: (A) Real estate	b(5)(A)	(a) Amount	(b) Total	
(B) Other	b(5)(B)			
(C) Total unrealized appreciation of assets. Add lines 2b(5)(A) and (B)	b(5)(C)		0	
(6) Net investment gain (loss) from common/collective trusts	b(6)			
(7) Net investment gain (loss) from pooled separate accounts	b(7)			
(8) Net investment gain (loss) from master trust investment accounts	b(8)			
(9) Net investment gain (loss) from 103-12 investment entities	b(9)			
(10) Net investment gain (loss) from registered investment companies (e.g. mutual funds)	b(10)		-6761671	
c Other income	c			
d Total income. Add all income amounts in column (b) and enter total	d		1,353,099	
Expenses				
e Benefit payment and payments to provide benefits:				
(1) Directly to participants or beneficiaries, including direct rollovers	e(1)	4,800,577		
(2) To insurance carriers for the provision of benefits	e(2)			
(3) Other	e(3)			
(4) Total benefit payments. Add lines 2e(1) through (3)	e(4)		4,800,577	
f Corrective distributions (see instructions)	f		3790	
g Certain deemed distributions of participant loans (see instructions)	g			
h Interest expenses:				
(1) Administrative expenses: (A) Professional fees	h(1)			
(2) Contract administrator fees	h(2)			
(3) Investment advisory and management fees	h(3)	37890		
(4) Other	h(4)			
(5) Total administrative expenses. Add lines 2h(1) through (4)	h(5)		37890	
i Total expenses. Add all expense amounts in column (b) and enter total	i		4,842,257	
Net Income and Reconciliation				
j Net income (loss) (subtract line 2i from line 2d)	j		-3489158	
k Transfers of assets:				
(1) To this plan	k(1)			
(2) From this plan	k(2)			
Part III Accountant's Opinion				
3 The opinion of an independent qualified public accountant for this plan is (see instructions):				
a Attached to this Form 5500 and the opinion is - (1) ☒ Unqualified (2) ☐ Qualified (3) ☐ Disclaimer (4) ☐ Adverse				
b Not attached because: (1) ☐ the Form 5500 is filed for a CCT, PSA or MTA.				
(2) ☐ the opinion will be attached to the next Form 5500 pursuant to 29 CFR 2520.103-6				
c Also check this box if the accountant performed a limited scope audit pursuant to 29 CFR 2520.103-6 and/or 2520.103-12(d) ☐				
d If an accountant's opinion is attached, enter the name and EIN of the accountant (or accounting firm) >				
THOMAS HAYES LLP 36-2131790				

MEBA Medical and Benefits Plan

This is a summary of the annual report of the MEBA Medical and Benefits Plan (Plan), EI Number 13-5590515 for the year ended December 31, 2000. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

INSURANCE INFORMATION

The Plan has contracts with Kaiser Foundation Health Plan, US Healthcare Inc., Group Health Coop. of Puget Sound, Unum Life Insurance Company, and Delta Dental, to pay certain claims incurred under the terms of the Plan. The total premiums paid for the Plan year ended December 31, 2000 were \$1,643,082.

BASIC FINANCIAL STATEMENT

The value of Plan assets, after subtracting liabilities of the Plan, was \$46,295,002 as of December 31, 2000, compared to \$47,843,688 as of January 1, 2000. During the Plan year, the Plan experienced a decrease in its net assets of (\$1,548,686). This decrease includes unrealized depreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the Plan year, the Plan had total income of \$29,187,296, including employer contributions of \$20,198,633, employee and pensioner contributions of \$2,093,565, gain of \$1,448,231 from the sale of assets, earnings from investments of \$2,704,731, and other income of \$2,742,136 (reimbursement from other MEBA benefit plans of shared plan office expenses).

Plan expenses were \$30,735,982. These expenses included \$5,471,664 in administrative expenses (of which \$2,742,136 was attributable to other MEBA benefit plans) and \$25,264,318 in benefits paid to participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Assets held for investment
3. Transactions in excess of 5 percent of Plan assets
4. Insurance information including sales commissions paid by insurance carriers
5. Service provider and trustee information

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202; (410) 547-9111. The charge to cover the copying costs will be \$20.00 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the Plan administrator, on request and at no charge, a statement of the assets and liabilities of the Plan and accompanying notes, or a statement of income and expenses of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of

Schedule H (Form 990) 2000 Page 4

Part IV Transactions During Plan Year

4 CCTs and PSAs do not complete Part IV. MTAs, 103-12 EAs, and GIAs do not complete 4a, 4b, 4c, 4d, 4e, or 5.

103-12 EAs do not complete 4.

	Yes	No	Amount
a. Did the employer fail to transmit to the plan any participant contributions within the maximum time period described in 29 CFR 2510.3-1027 (see instructions)?	☒	☐	
b. Were any loans by the plan or fixed income obligations due the plan in default as of the close of plan year or classified during the year as uncollectible? (Overpaid participant loans secured by participant's account balance. (Attach Schedule G (Form 5500) Part III if "Yes" is checked).)	☒	☐	
c. Were any losses to which the plan was a party in default or classified during the year as uncollectible? (Attach Schedule G (Form 5500) Part III if "Yes" is checked).	☒	☐	
d. Did the plan engage in any nonexempt transaction with any party-in-interest? (Attach Schedule G (Form 5500) Part III if "Yes" is checked).	☒	☐	
e. Was this plan covered by a fidelity bond?	☒	☐	5,000,000
f. Did the plan have a loss, whether or not reimbursed by the plan's fidelity bond, that was caused by fraud or dishonesty?	☒	☐	
g. Did the plan hold any assets whose current value was neither readily determinable on an established market nor set by an independent third party appraiser?	☒	☐	
h. Did the plan receive any noncash contributions whose value was neither readily determinable on an established market nor set by an independent third party appraiser?	☒	☐	
i. Did the plan have assets held for investment? (Attach schedule(s) of assets if "Yes" is checked, and see instructions for format requirements).	☒	☐	
j. Were any plan transactions or series of transactions in excess of 5% of the current value of plan assets? (Attach schedule of transactions if "Yes" is checked and see instructions for format requirements).	☒	☐	
k. Were all the plan assets either distributed to participants or beneficiaries, transferred to another plan or brought under the control of the Plan?	☒	☐	

5a. Has a resolution to terminate the plan been adopted during the plan year or any prior plan year? If yes, enter the amount of any plan assets that reverted to the employer this year. ☐ Yes ☒ No Amount

5b. If, during this plan year, any assets or liabilities were transferred from this plan to another plan(s), identify the plan(s) to which assets or liabilities were transferred. (See instructions).

5b(1) Name of plan(s)

5b(2) EIN(s)

5b(3) PIN(s)

SCHEDULE H (Form 990) Financial Information

This schedule is required to be filed under Section 1364 of the Employee Retirement Income Security Act of 1974 (ERISA) and section 505(a) of the Internal Revenue Code (the Code).

OMB No. 1545-0047

2000

This Form is Open to Public Inspection.

For calendar year 2000 or fiscal plan year beginning and ending

A. Name of plan
MEBA MEDICAL AND BENEFITS PLAN

B. Three-digit plan number
501

C. Plan sponsor's name as shown on line 2a of Form 5500
BOARD OF TRUSTEES - MEBA MEDICAL AND BENEFITS PLAN

D. Employer Identification Number
13-5590515

Part I Assets and Liability Statement

1. Current value of plan assets and liabilities at the beginning and end of the plan year. Combine the value of plan assets held in more than one trust. Report the value of the plan's interest in a commingled fund containing the assets of more than one plan on a line-by-line basis unless the value is reported on lines 1(c)(1) through 1(c)(4). Do not enter the value of that portion of an insurance contract which guarantees, during the plan year, to pay a specific dollar benefit at a future date. Round off amounts to the nearest dollar. DFEs do not complete lines 1(c)(1), 1(c)(2), 1(c)(3), 1(c)(4), 1(c)(5), and, except for master trust investment accounts, also do not complete lines 1(d) and 1(e). See instructions.

Assets	(a) Beginning of Year	(b) End of Year
a. Total interest-bearing cash	21,064	831,899
b. Receivables (less allowance for doubtful accounts)		
(1) Employer contributions	2,151,029	2,810,124
(2) Participant contributions		
(3) Other	1,167,306	2,127,204
c. General investments:		
(1) Interest-bearing cash (incl. money market accounts and certificates of deposit)	1,169,230	4,196,765
(2) U.S. Government securities	21,411,639	17,704,322
(3) Corporate debt instruments (other than employer securities)		
(A) Preferred		
(B) All other	15,365,172	15,683,242
(4) Corporate stocks (other than employer securities):		
(A) Preferred		
(B) Common	10,360,299	7,668,289
(5) Partnership/limited venture interests		
(6) Real estate (other than employer real property)		
(7) Loans (other than to participants)		
(8) Participant loans		
(9) Value of interest in common/collective trusts		
(10) Value of interest in pooled separate accounts		
(11) Value of interest in master trust investment accounts	1,397,012	3,343,397
(12) Value of interest in 103-12 investment entities		
(13) Value of interest in registered investment companies (e.g., mutual funds)		
(14) Value of funds held in insurance co. general account (unallocated contracts)		
(15) Other		

For Paperwork Reduction Act Notice and OMB Control Numbers, see the Instructions for Form 990. v3.2 Schedule H (Form 990) 2000

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Part II Income and Expense Statement

2. Plan income, expenses, and changes in net assets for the year. Include all income and expenses of the plan, including any trust(s) or separately maintained fund(s) and any payments/receipts from insurance carriers. Round off amounts to the nearest dollar. DFEs do not complete lines 2a, 2b(1)(C), 2c, 2f, and 2g.

	(a) Beginning of Year	(b) End of Year
d. Employer-related investments:		
(1) Employer securities	310,323	244,163
(2) Employer real property	53,570,708	54,669,404
e. Buildings and other property used in plan operation		
f. Total assets (add all amounts in lines 1a through 1e)		
g. Liabilities		
(1) Benefit claims payable	3,648,381	4,436,180
(2) Operating payables	681,057	676,597
(3) Acquisition indebtedness		
(4) Other liabilities	1,397,582	3,261,625
k. Total liabilities (add all amounts in lines 1f through 1j)	5,727,020	8,374,402
l. Net assets (subtract line 1k from line 1f)	47,843,688	46,295,002

Part III Income and Expense Statement

3. Plan income, expenses, and changes in net assets for the year. Include all income and expenses of the plan, including any trust(s) or separately maintained fund(s) and any payments/receipts from insurance carriers. Round off amounts to the nearest dollar. DFEs do not complete lines 3a, 3b(1)(C), 3c, 3f, and 3g.

	(a) Amount	(b) Total
a. Contributions:		
(1) Received or receivable in cash from:		
(A) Employers	20,198,633	
(B) Participants	2,093,565	
(C) Others (including rollovers)		
(2) Noncash contributions		
(3) Total contributions. Add lines 3a(1)(A), (B), (C), and line 3a(2)		22,292,198
b. Earnings on investments:		
(1) Interest:		
(A) Interest-bearing cash (including money market accounts and certificates of deposit)	152,294	
(B) U.S. Government securities	1,232,214	
(C) Corporate debt instruments	1,037,273	
(D) Loans (other than to participants)		
(E) Participant loans		
(F) Other	235.58	
(2) Total interest. Add lines 3b(1)(A) through (F)		2,445,339
(3) Dividends:		
(A) Preferred stock	116,974	
(B) Common stock		
(C) Total dividends. Add lines 3b(3)(A) and (B)		116,974
(4) Net gain (loss) on sale of assets:		
(A) Aggregate proceeds	84,925,628	
(B) Aggregate carrying amount (see instructions)	83,477,395	
(C) Subtract line 3b(4)(B) from line 3b(4)(A) and enter result		1,448,231

MEBA PLANS

Labor upon payment of copying costs. Requests to the Department should be addressed to Branch of Public Disclosure, Pension and Welfare Benefits Administration, U.S. Department of Labor, Room N4677, 200 Constitution Avenue, NW, Washington, DC 20216.

MEBA Pension Trust-Money Purchase Benefit

This is a summary of the annual report of the MEBA Pension Trust – Money Purchase Benefit (Plan) EI Number 51-6029896 for the year ended December 31, 2000. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

This is the first time the Money Purchase Benefit is covered by a separate Summary. In prior years, information about the MPB was reported in a combined Summary with the defined benefit portion of the Pension Trust.

BASIC FINANCIAL STATEMENT

Benefits under the Plan are provided by the Trust.

Plan expenses were \$26,466,303. These expenses included \$348,727 in administrative expenses and \$26,117,576 in benefits paid to participants and beneficiaries. A total of 3,168 persons were participants in or beneficiaries of the Plan at the end of the Plan year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was \$244,465,636 as of December 31, 2000 compared to \$253,010,478 as of January 1, 2000. During the Plan year the Plan experienced a decrease in its net assets of (\$8,544,842). This decrease includes unrealized depreciation in the value of Plan assets; that is, the difference between the value of Plan assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The Plan had total income of \$17,921,461, including employer contributions of \$10,136,430, earnings from investments of \$1,400,433, gain from the sale of assets of \$6,384,189, and other income of \$409.

MINIMUM FUNDING STANDARDS

An actuary's statement shows that enough money was contributed to the Plan to keep it funded in accordance with the minimum funding standards of ERISA.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Assets held for investment
3. Transactions in excess of 5 percent of Plan assets
4. Insurance information including sales commissions paid by insurance carriers
5. Actuarial information regarding the funding of the Plan
6. Service provider and trustee information

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202; (410) 547-9111. The charge to cover copying costs will be \$.675 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the Plan administrator, on request and at no charge, a statement of the assets and liabilities of the Plan and accompanying notes, or a statement of income and expenses of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan administrator, these two state-

Schedule H (Form 5500) 2000 Page 3

Official Use Only

(b) Unrealized appreciation (depreciation) of assets:	(A) Real estate	b(5)(A)	(a) Amount	(b) Total
(B) Other		b(5)(B)	41,765	
(C) Total unrealized appreciation of assets. Add lines 2b(5)(A) and (B)		b(5)(C)		-41,765
(d) Net investment gain (loss) from commensurate trusts		b(6)		
(e) Net investment gain (loss) from pooled separate accounts		b(7)		
(f) Net investment gain (loss) from master trust investment accounts		b(8)		184,183
(g) Net investment gain (loss) from 103-12 investment entities		b(9)		
(h) Net investment gain (loss) from registered investment companies (e.g., mutual funds)		b(10)		
(i) Other income		c		2,742,136
d Total income. Add all income amounts in column (b) and enter total		d		29,187,296
Expenses				
e Benefit payment and payments to provide benefits:				
(1) Directly to participants or beneficiaries, including direct rollovers		e(1)	23,174,294	
(2) To insurance carriers for the provision of benefits		e(2)	1,643,082	
(3) Other		e(3)	446,942	
(4) Total benefit payments. Add lines 2e(1) through (3)		e(4)		25,264,318
f Corrective distributions (see instructions)		f		
g Certain deemed distributions of participant loans (see instructions)		g		
h Interest expense		h		
i Administrative expenses:				
(1) Professional fees		i(1)	705,224	
(2) Contract administrative fees		i(2)		
(3) Investment advisory and management fees		i(3)	109,481	
(4) Other		i(4)	4,656,959	
(5) Total administrative expense. Add lines 2i(1) through (4)		i(5)		5,471,664
j Total expense. Add all expense amounts in column (b) and enter total		j		30,735,982
Net Income and Reconciliation				
k Net income (loss). Subtract line 2j from line 2d		k		-154,686
l Transfers of assets:				
(1) To this plan		l(1)		
(2) From this plan		l(2)		

Part III Accountant's Opinion

3 The opinion of an independent qualified public accountant for this plan is (see instructions):

a Attached to this Form 5500 and the opinion is: (1) ☒ Unqualified (2) ☐ Qualified (3) ☐ Disclaimer (4) ☐ Adverse

b Not attached because: (1) ☐ The Form 5500 is filed for a CCT, PSA or MTIA. (2) ☐ The opinion will be attached to the next Form 5500 pursuant to 29 CFR 2520.104-50.

c Also check this box if the accountant performed a limited scope audit pursuant to 29 CFR 2520.103-8 and/or 2520.103-12(d) ☐

THOMAS HAYES LLP 36-2131790

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Part IV Transactions During Plan Year

4 CCTs and PSAs do not complete Part IV. MTIAs, 103-12 IEs, and GSAs do not complete 4a, 4e, 4f, 4g, 4h, 4i, or 5. 103-12 IEs also do not complete 4j.

During the plan year:

	Yes	No	Amount
a Did the employer fail to transmit to the plan any participant contributions within the maximum time period described in 29 CFR 2510.3-107? (see instructions)	☐	☒	
b Were any loans by the plan or fixed income obligations due the plan in default as of the close of plan year or classified during the year as uncollectible? Disregard participant loans secured by participant's account balance. (Attach Schedule G (Form 5500) Part I if "Yes" is checked)	☐	☒	
c Were any leases to which the plan was a party in default or classified during the year as uncollectible? (Attach Schedule G (Form 5500) Part I if "Yes" is checked)	☐	☒	
d Did the plan engage in any nonexempt transaction with any party-in-interest? (Attach Schedule G (Form 5500) Part I if "Yes" is checked)	☐	☒	
e Was this plan covered by a fidelity bond?	☒	☐	5,000,000
f Did the plan have a loss, whether or not reimbursed by the plan's fidelity bond, that was caused by fraud or dishonesty?	☐	☒	
g Did the plan hold any assets whose current value was neither readily determinable on an established market nor set by an independent third party appraiser?	☐	☒	
h Did the plan receive any noncash contributions whose value was neither readily determinable on an established market nor set by an independent third party appraiser?	☐	☒	
i Did the plan have assets held for investment? (Attach schedule(s) of assets if "Yes" is checked, and see instructions for format requirements)	☒	☐	
j Were any plan transactions or series of transactions in excess of 5% of the current value of plan assets? (Attach schedule(s) of transactions if "Yes" is checked, and see instructions for format requirements)	☐	☒	
k Were all the plan assets either distributed to participants or beneficiaries, transferred to another plan or brought under the control of the PBGC?	☐	☒	

5a Has a resolution to terminate the plan been adopted during the plan year or any prior plan year? If yes, enter the amount of any plan assets that reverted to the employer this year ☐ Yes ☒ No Amount

5b If, during this plan year, any assets or liabilities were transferred from this plan to another plan(s), identify the plan(s) to which assets or liabilities were transferred. (See instructions)

5b(1) Name of plan(s)	5b(2) EIN(s)	5b(3) Plan number	5b(4) Plan year

SCHEDULE H (Form 5500) Financial Information

Department of the Treasury
Internal Revenue Service
Division of Tax Services
Pension and Welfare Benefits Administration

This schedule is required to be filed under Section 104 of the Employee Retirement Income Security Act of 1974 (ERISA) and section 6055(a) of the Internal Revenue Code (the Code).

OMB No. 1545-0047
2000
This Form is Open to Public Inspection.

For calendar year 2000 or fiscal year beginning and ending

A Name of plan
MEBA PENSION TRUST MONEY PURCHASE BENEFIT

B Three-digit plan number
003

C Plan sponsor's name as shown on line 2a of Form 5500
BOARD OF TRUSTEES - MEBA PENSION TRUST

D Employer identification number
51-6029896

Part I Asset and Liability Statement

1 Current value of plan assets and liabilities at the beginning and end of the plan year. Combine the value of plan assets held in more than one trust. Report the value of the plan's interest in a commingled fund containing the assets of more than one plan on a line-by-line basis unless the value is reportable on lines 1c(9) through 1c(14). Do not enter the value of that portion of an insurance contract which guarantees, during this plan year, to pay a specific dollar benefit at a future date. Round off amounts to the nearest dollar. DFEs do not complete lines 1b(1), 1b(2), 1c(8), 1g, 1h, 1i, and, except for master trust investment accounts, also do not complete lines 1d and 1e. See instructions.

	(a) Beginning of Year	(b) End of Year
a Total noninterest-bearing cash	0	3311
b Receivables (less allowance for doubtful accounts):		
(1) Employer contributions	0	1,119,130
(2) Participant contributions	0	
(3) Other	0	718,931
c General investments:		
(1) Interest-bearing cash (incl. money market accounts and certificates of deposit)	0	4,162,672
(2) U.S. Government securities	0	23,500,387
(3) Corporate debt instruments (other than employer securities):		
(A) Preferred	0	
(B) All other	0	20,394,172
(4) Corporate stocks (other than employer securities):		
(A) Preferred	0	
(B) Common	0	9,999,399
(5) Partnership/limited venture interests	0	
(6) Real estate (other than employer real property)	0	
(7) Loans (other than to participants)	0	
(8) Participant loans	0	
(9) Value of interest in common/collective trusts	0	
(10) Value of interest in pooled separate accounts	0	
(11) Value of interest in master trust investment accounts	0	1,375,745
(12) Value of interest in 103-12 investment entities	0	
(13) Value of interest in registered investment companies (e.g., mutual funds)	0	186,007,484
(14) Value of funds held in insurance co. general account (unallocated contracts)	0	
(15) Other	0	

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ments and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20216.

MEBA Pension Trust

This is a summary of the annual report of the MEBA Pension Trust (Plan) EI Number 51-6029896 for the year ended December 31, 2000. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

This Summary covers only the defined benefit portion of the Pension Trust. The Money Purchase Benefit is covered by a separate Summary.

BASIC FINANCIAL STATEMENT

Benefits under the Plan are provided by the Trust. Plan expenses were \$101,481,775. These expenses included \$5,234,370 in administrative expenses and \$96,247,405 in benefits paid to participants and beneficiaries. A total of 5,850 persons were participants in or beneficiaries of the Plan at the end of the Plan year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was \$1,478,087,825 as of December 31, 2000 compared to \$1,467,592,630 as of January 1, 2000. During the Plan year the Plan experienced an increase in its net assets of \$10,495,195. This increase includes unrealized depreciation in the value of Plan assets; that is, the difference between the value of Plan assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The Plan had total income of \$105,465,939, including earnings from investments of \$52,447,885, gain from the sale of assets of \$39,327,212, and other income of \$13,690,842.

For the year, \$253,010,478 of the Plan's assets that were previously reported in this Summary began to be reported in the Summary for the Money Purchase Benefit.

MINIMUM FUNDING STANDARDS

An actuary's statement shows that enough money was contributed to the Plan to keep it funded in accordance with the minimum funding standards of ERISA.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Assets held for investment
3. Transactions in excess of 5 percent of Plan assets
4. Insurance information including sales commissions paid by insurance carriers
5. Actuarial information regarding the funding of the Plan
6. Service provider and trustee information

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202; (410) 547-9111. The charge to cover

Schedule H (Form 5500) 2000		Page 2	
		Other Use Only	
		(a) Beginning of Year	(b) End of Year
d Employer-related investments:			
(1) Employer securities	d(1)		
(2) Employer real property	d(2)		
e Buildings and other property used in plan operation	e		
f Total assets (add all amounts in lines 1a through 1e)	f	0	247,681,831
Liabilities			
g Benefit claims payable	g		
h Operating payables	h	0	95695
i Acquisition indebtedness	i		
j Other liabilities	j	0	3,120,500
k Total liabilities (add all amounts in lines 1g through 1j)	k	0	3,216,195
Net Assets			
l Net assets (subtract line 1k from line 1f)	l	0	244,465,636
Part II Income and Expenses			
2a Plan income, expenses, and changes in net assets for the year. Include all income and expenses of the plan, including any trust(s) or separately maintained fund(s) and any payments/receipts to/from insurance carriers. Round off amounts to the nearest dollar. DFES do not complete lines 2a, 2b(1)(E), 2c, 2f, and 2g.			
Income		(a) Amount	(b) Total
a Contributions:			
(1) Received or receivable in cash from: (A) Employers	a(1)(A)	10,136,430	
(B) Participants	a(1)(B)		
(C) Others (including rollovers)	a(1)(C)		
(2) Noncash contributions	a(2)		
(3) Total contributions. Add lines 2a(1)(A), (B), (C), and line 2a(2)	a(3)		10,136,430
b Earnings on investments:			
(1) Interest:			
(A) Interest-bearing cash (including money market accounts and certificates of deposit)	b(1)(A)	150731	
(B) U.S. Government securities	b(1)(B)	1,562,633	
(C) Corporate debt instruments	b(1)(C)	1,313,071	
(D) Loans (other than to participants)	b(1)(D)		
(E) Participant loans	b(1)(E)		
(F) Other	b(1)(F)		
(2) Total interest. Add lines 2b(1)(A) through (F)	b(1)(G)		3,026,435
(3) Dividends: (A) Preferred stock	b(2)(A)		
(B) Common stock	b(2)(B)	130102	
(C) Total dividends. Add lines 2b(2)(A) and (B)	b(2)(C)		130102
(3) Rents	b(3)		
(4) Net gain (loss) on sale of assets: (A) Aggregate proceeds	b(4)(A)	106,278,206	
(B) Aggregate carrying amount (see instructions)	b(4)(B)	99,894,017	
(C) Subtract line 2b(4)(B) from line 2b(4)(A) and enter result	b(4)(C)		6,384,189

Schedule H (Form 5500) 2000		Page 3	
		Other Use Only	
		(a) Amount	(b) Total
(5) Unrealized appreciation (depreciation) of assets:			
(A) Real estate	b(5)(A)		
(B) Other	b(5)(B)	-14097181	
(C) Total unrealized appreciation of assets. Add lines 2b(5)(A) and (B)	b(5)(C)		-14097181
(6) Net investment gain (loss) from commingled trusts	b(6)		
(7) Net investment gain (loss) from pooled separate accounts	b(7)		
(8) Net investment gain (loss) from master trust investment accounts	b(8)		116546
(9) Net investment gain (loss) from 103-12 investment entities	b(9)		
(10) Net investment gain (loss) from registered investment companies (e.g., mutual funds)	b(10)		12,224,531
c Other income	c		409
d Total income. Add all income amounts in column (b) and enter total	d		17,951,461
Expenses			
e Benefit payment and payments to provide benefits:			
(1) Directly to participants or beneficiaries, including direct rollovers	e(1)	26,117,576	
(2) To insurance carriers for the provision of benefits	e(2)		
(3) Other	e(3)		
(4) Total benefit payments. Add lines 2e(1) through (3)	e(4)		26,117,576
f Corrective distributions (see instructions)	f		
g Certain deemed distributions of participant loans (see instructions)	g		
h Interest expense	h		
(1) Administrative expenses: (i) Professional fees	h(1)	5682	
(2) Contract administrator fees	h(2)		
(3) Investment advisory and management fees	h(3)	136370	
(4) Other	h(4)	206675	
(5) Total administrative expenses. Add lines 2h(1) through (4)	h(5)		348727
j Total expenses. Add all expense amounts in column (b) and enter total	j		26,466,303
Net Income and Reconciliation			
k Net income (loss). Subtract line 2j from line 2d	k		-8544842
l Transfers of assets			
(1) To this plan	l(1)		253,010,478
(2) From this plan	l(2)		
Part III Accountant's Opinion			
3 The opinion of an independent qualified public accountant for this plan is (see instructions):			
(1) ☐ Unqualified (2) ☐ Qualified (3) ☐ Disclaimer (4) ☐ Adverse			
b Not attached because: (1) ☐ The Form 5500 is filed for a CCT, PSA or MTIA (2) ☐ The opinion will be attached to the next Form 5500 pursuant to 29 CFR 2520.103-8 and/or 2520.103-12(d)			
c Also check this box if the accountant performed a limited scope audit pursuant to 29 CFR 2520.103-8 and/or 2520.103-12(d): ☐			
THOMAS HAYES LLP 36-2131790			

Schedule H (Form 5500) 2000		Page 4	
		Other Use Only	
Part IV Transactions During Plan Year			
4 CCTs and PSAs do not complete Part IV. MTIAs, 103-12 (Es, and GAs do not complete 4a, 4b, 4c, 4d, 4e, 4f, 4g, 4h, 4i, 4j, or 5.			
103-12 (Es also do not complete 4i).			
During the plan year:			
a Did the employer fail to transmit to the plan any participant contributions within the maximum time period described in 29 CFR 2510.3-1027 (see instructions)?	Yes	No	Amount
	a	X	
b Were any loans by the plan or fixed income obligations due the plan in default as of the close of plan year or classified during the year as uncollectible? Disregard participant loans secured by participant's account balance. (Attach Schedule G (Form 5500) Part II if "Yes" is checked).		X	
	b	X	
c Were any leases to which the plan was a party in default or classified during the year as uncollectible? (Attach Schedule G (Form 5500) Part II if "Yes" is checked).		X	
	c	X	
d Did the plan engage in any nonexempt transaction with any party-in-interest? (Attach Schedule G (Form 5500) Part III if "Yes" is checked).		X	
	d	X	
e Was this plan covered by a fidelity bond?		X	5,000,000
	e	X	
f Did the plan have a loss, whether or not reimbursed by the plan's fidelity bond, that was caused by fraud or dishonesty?		X	
	f	X	
g Did the plan hold any assets whose current value was neither readily determinable on an established market nor set by an independent third party appraiser?		X	
	g	X	
h Did the plan receive any noncash contributions whose value was neither readily determinable on an established market nor set by an independent third party appraiser?		X	
	h	X	
i Did the plan have assets held for investment? (Attach schedule(s) of assets if "Yes" is checked, and see instructions for format requirements).		X	
	i	X	
j Were any plan transactions or series of transactions in excess of 5% of the current value of plan assets? (Attach schedule of transactions if "Yes" is checked and see instructions for format requirements).		X	
	j	X	
k Were all the plan assets either distributed to participants or beneficiaries, transferred to another plan or brought under the control of the PBGC?		X	
	k	X	
5a Has a resolution to terminate the plan been adopted during the plan year or any prior plan year? ☐ Yes ☐ No. If "Yes," enter the amount of any plan assets that reverted to the employer this year.			
5b If, during this plan year, any assets or liabilities were transferred from this plan to another plan(s), identify the plan(s) to which assets or liabilities were transferred. (See instructions.)			
5b(1) Name of plan(s)	5b(2) EIN(s)	5b(3) Plan(s)	

copying costs will be \$17.00 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the Plan administrator, on request and at no charge, a statement of the assets and liabilities of the Plan and accompanying notes, or a statement of income and expenses of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20216.

MEBA Vacation Plan-Atlantic, Gulf and Pacific Coasts

This is a summary of the annual report of the MEBA Vacation Plan - Atlantic, Gulf and Pacific Coasts (Plan), EI Number 13-6271916, for the year ended December 31, 2000. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

The value of Plan assets, after subtracting liabilities of the Plan, was \$10,047,970 as of December 31, 2000, as compared to \$9,083,066 as of January 1, 2000. During the Plan year, the Plan experienced an increase in its net assets of \$964,904. The increase includes unrealized appreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the Plan year, the Plan had total income of \$59,332,173, including employer contributions of \$56,154,439, loss of (\$188,029) from the sale of assets, earnings from investments of \$3,364,025, and other income of \$1,738.

Plan expenses were \$58,367,269. These expenses included \$1,648,514 in administrative expenses and \$56,718,755 in benefits paid to participants.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Assets held for investment
3. Transactions in excess of 5 percent of Plan assets
4. Service provider and trustee information

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202; (410) 547-9111. The charge to cover copying costs will be \$5.00 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the Plan administrator, on request and at no charge, a statement of the assets and liabilities of the Plan and accompanying notes, or a statement of income and expenses

SCHEDULE H (Form 5500)		Financial Information		Other Use Only
Department of the Treasury Department of Labor Pension and Welfare Benefits Administration		This schedule is required to be filed under Section 104 of the Employee Retirement Income Security Act of 1974 (ERISA) and section 6058(a) of the Internal Revenue Code (the Code).		OMB No. 1510-0110 2000 This Form is Open to Public Inspection.
For calendar year 2000 or fiscal year beginning and ending		B Three-digit plan number		001
A Name of plan MEBA PENSION TRUST		D Employer identification number		51-6029996
Part I Asset and Liability Statement				
1 Current value of plan assets and liabilities at the beginning and end of the plan year. Combine the value of plan assets held in more than one trust. Report the value of the plan's interest in a common fund containing the assets of more than one plan on a line-by-line basis unless the value is reportable on lines 10(1) through 10(4). Do not enter the value of that portion of an insurance contract which guarantees, during the plan year, to pay a specific dollar benefit at a future date. Round off amounts to the nearest dollar. DFEs do not complete lines 10(1), 10(2), 10(3), 10(4), 10(5), 10(6), and, except for master trust investment accounts, also do not complete lines 14 and 15. See instructions.				
Assets		(a) Beginning of Year (b) End of Year		
a Total noninterest-bearing cash		b	1,464,777	1,535,813
b Receivables (less allowance for doubtful accounts):		b(1)	1,105,213	722,255
(1) Employer contributions		b(2)		
(2) Participant contributions		b(3)	5,079,043	4,760,742
c Other		c		
d General investments:		d(1)	14,493,739	35,105,475
(1) Interest-bearing cash (incl. money market accounts and certificates of deposit)		d(2)	142,466,794	147,541,120
(2) U.S. Government securities		d(3)		
(3) Corporate debt instruments (other than employer securities):		d(3)(A)		
(A) Preferred		d(3)(B)	121,986,150	94,896,779
(B) At other		d(4)(A)		
(4) Corporate stocks (other than employer securities):		d(4)(B)	403,862,202	384,428,269
(A) Preferred		d(4)(C)		
(B) Common		d(5)		
(6) Partnership/joint venture interests		d(6)		
(7) Real estate (other than employer real property)		d(7)	114,682,460	121,942,001
(8) Loans (other than to participants)		d(8)		
(9) Participant loans		d(9)		
(10) Value of interest in common/collective trusts		d(10)		
(11) Value of interest in pooled separate accounts		d(11)	59,461,746	71,548,697
(12) Value of interest in 103-12 investment entities		d(12)		
(13) Value of interest in registered investment companies (e.g., mutual funds)		d(13)	290,287,918	88,444,325
(14) Value of funds held in insurance on general account (unaffiliated contracts)		d(14)	554,079,940	532,971,066
(15) Other		d(15)	16,288,454	16,375,999
For Paperwork Reduction Act Notice and OMB Control Numbers, see the instructions for Form 5500. v3.2 Schedule H (Form 5500) 2000				

Schedule H (Form 5500) 2000		Page 2		Other Use Only
d Employer-related investments:		(a) Beginning of Year (b) End of Year		
(1) Employer securities		d(1)		
(2) Employer real property		d(2)		
e Buildings and other property used in plan operation		e	1,123,944,136	1,499,622,511
f Total assets (add all amounts in lines 1a through 1e)		f		
Liabilities				
g Benefit claims payable		g		
h Operating payables		h	1,225,658	1,841,843
i Acquisition indebtedness		i		
j Other liabilities		j	2,115,370	19,692,843
k Total liabilities (add all amounts in lines 1a through 1j)		k	3,341,028	21,534,686
l Net assets (subtract line 1k from line 1f)		l	1,720,603,108	1,478,087,825
Part II Income and Expense Statement				
2 Plan income, expenses, and changes in net assets for the year. Include all income and expenses of the plan, including any trust(s) or separately maintained fund(s) and any payments/receipts to/from insurance carriers. Round off amounts to the nearest dollar. DFEs do not complete lines 2a, 2b(1)(B), 2c, 2d, and 2e.				
Income		(a) Amount (b) Total		
a Contributions:		a		
(1) Received or receivable in cash from:		a(1)(A)	458	
(A) Employers		a(1)(B)		
(B) Participants		a(1)(C)		
(2) Noncash contributions (including rollovers)		a(2)		
(3) Total contributions. Add lines 2a(1)(A), (B), (C), and 2a(2)		a(3)		458
b Earnings on investments:		b		
(1) Interest:		b(1)(A)	1,827,920	
(A) Interest-bearing cash (including money market accounts and certificates of deposit)		b(1)(B)	8,565,759	
(B) U.S. Government securities		b(1)(C)	6,279,020	
(C) Corporate debt instruments		b(1)(D)		
(D) Loans (other than to participants)		b(1)(E)		
(E) Participant loans		b(1)(F)	37,776,104	
(F) Other		b(1)(G)		
(2) Total interest. Add lines 2b(1)(A) through (F)		b(2)		54,849,803
(3) Dividends: (A) Preferred stock		b(3)(A)		
(B) Common stock		b(3)(B)	4,395,217	
(4) Total dividends. Add lines 2b(3)(A) and (B)		b(4)		4,395,217
(5) Rents		b(5)		9,674,836
(6) Net gain (loss) on sale of assets: (A) Aggregate proceeds		b(6)(A)	1,658,549,354	
(B) Aggregate carrying amount (see instructions)		b(6)(B)	1,619,222,142	
(7) Subtract line 2b(6)(B) from line 2b(6)(A) and enter result		b(6)(C)		39,327,212

Schedule H (Form 5500) 2000		Page 3		Other Use Only
(g) Unrealized appreciation (depreciation) of assets:		(a) Amount (b) Total		
(1) Real estate		g(1)(A)	4,905,279	
(2) Other		g(1)(B)	-164,49307	
(3) Total unrealized appreciation of assets. Add lines 2g(1)(A) and (B)		g(3)		-115,44028
(4) Net investment gain (loss) from common/collective trusts		g(4)		
(5) Net investment gain (loss) from pooled separate accounts		g(5)		
(6) Net investment gain (loss) from master trust investment accounts		g(6)		4,246,446
(7) Net investment gain (loss) from 103-12 investment entities		g(7)		
(8) Net investment gain (loss) from registered investment companies (e.g., mutual funds)		g(8)		
(9) Total net investment gain (loss). Add lines 2g(4) through (8)		g(9)		-9174389
c Other income		c		13,690,384
d Total income. Add all income amounts in column (b) and enter total		d		105,465,939
Expenses				
e Benefit payment and payments to provide benefits:		e		
(1) Directly to participants or beneficiaries, including direct rollovers		e(1)	96,247,405	
(2) To insurance carriers for the provision of benefits		e(2)		
(3) Other		e(3)		
(4) Total benefit payments. Add lines 2e(1) through (3)		e(4)		96,247,405
f Corrective distributions (see instructions)		f		
g Certain deemed distributions of participant loans (see instructions)		g		
h Interest expense		h		
i Administrative expenses: (1) Professional fees		i(1)	609793	
(2) Contract administrator fees		i(2)		
(3) Investment advisory and management fees		i(3)	3,363,855	
(4) Other		i(4)	1,260,722	
(5) Total administrative expenses. Add lines 2i(1) through (4)		i(5)		5,234,370
j Total expenses. Add all expense amounts in column (b) and enter total		j		101,481,775
Net Income and Reconciliation				
k Net income (loss) (subtract line 2j from line 2d)		k		3,984,164
l Transfers of assets		l		
(1) To this plan		l(1)		6,511,031
(2) From this plan		l(2)		253,010,476
Part III Accountant's Opinion				
3 The opinion of an independent qualified public accountant for this plan is (see instructions):				
a Attached to this Form 5500 and the opinion is -- (1) ☒ Unqualified (2) ☐ Qualified (3) ☐ Disclaimer (4) ☐ Adverse				
b Not attached because: (1) ☐ the Form 5500 is filed for a CCT, PBA or MTIA. (2) ☐ the opinion will be attached to the next Form 5500 pursuant to 29 CFR 2520.104-50.				
c Also check this box if the accountant performed a limited scope audit pursuant to 29 CFR 2520.103-4 and/or 2520.103-12(d) ☐				
d If an accountant's opinion is attached, enter the name and EIN of the accountant (or accounting firm) THOMAS HAYEY, LLP 36-2131790				

of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Branch of Public Disclosure, Pension and Welfare Benefits Administration, U.S. Department of Labor, Room N4677, 200 Constitution Avenue, NW, Washington, DC 20216.

Schedule H (Form 5500) 2000		Page 2		Official Use Only	
		(a) Beginning of Year	(b) End of Year		
Part I Assets					
d Employer-related investments:					
(1) Employer securities	d(1)				
(2) Employer real property	d(2)				
e Buildings and other property used in plan operation	e	14,289	8,371		
f Total assets (add all amounts in lines 1e through 1e)	f	45,831,272	46,533,741		
Liabilities					
g Benefit claims payable	g	34,584,186	32,996,018		
h Operating payables	h	919,115	959,888		
i Acquisition indebtedness	i				
j Other liabilities	j	1,144,905	2,503,865		
k Total liabilities (add all amounts in lines 1g through 1j)	k	36,748,206	36,460,771		
l Net assets (subtract line 1k from line 1f)	l	9,083,066	10,047,970		
Part II Income and Expense Statement					
2 Plan income, net of expenses, and changes in net assets for the year. Include all income and expenses of the plan, including any trust(s) or separately maintained fund(s) and any payments/receipts to/from insurance carriers. Round off amounts to the nearest dollar. DFEs do not complete lines 2a, 2b(1)(i), 2c, 2d, and 2e.					
		(a) Amount	(b) Total		
Income					
a Contributions:					
(1) Received or receivable in cash from:					
(A) Employers	a(1)(A)	56,154,439			
(B) Participants	a(1)(B)				
(C) Others (including rollovers)	a(1)(C)				
(2) Noncash contributions	a(2)				
(3) Total contributions. Add lines 2a(1)(A), (B), (C), and line 2a(2)	a(3)		56,154,439		
Earnings on investments:					
(1) Interest:					
(A) Interest-bearing cash (including money market accounts and certificates of deposit)	b(1)(A)	83249			
(B) U.S. Government securities	b(1)(B)	792075			
(C) Corporate debt instruments	b(1)(C)	723058			
(D) Loans (other than to participants)	b(1)(D)				
(E) Participant loans	b(1)(E)				
(F) Other	b(1)(F)	19305			
(2) Total interest. Add lines 2b(1)(A) through (F)	b(1)(2)		1,617,687		
(2) Dividends:					
(A) Preferred stock	b(2)(A)				
(B) Common stock	b(2)(B)				
(C) Total dividends. Add lines 2b(2)(A) and (B)	b(2)(C)		0		
(3) Rents	b(3)				
(4) Net gain (loss) on sale of assets: (A) Aggregate proceeds	b(4)(A)	32,248,787			
(B) Aggregate carrying amount (see instructions)	b(4)(B)	32,436,816			
(C) Subtract line 2b(4)(B) from line 2b(4)(A) and enter result	b(4)(C)		-188029		

Schedule H (Form 5500) 2000		Page 4		Official Use Only	
Part IV Transactions During Plan Year					
4 CCTs and PSAs do not complete Part IV MTAs, 103-12 IEs, and QAs do not complete 4a, 4e, 4f, 4g, 4h, 4i, or 5. 103-12 IEs also do not complete 4j.					
During the plan year:					
a Did the employer fail to transmit to the plan any participant contributions within the maximum time period described in 29 CFR 2510.3-1027 (see instructions)?	a	Yes	No	Amount	
b Were any loans by the plan or fixed income obligations due the plan in default as of the close of plan year or classified during the year as uncollectible? (Attach Schedule G (Form 5500) Part II if "Yes" is checked.)	b	Yes	No		
c Were any leases to which the plan was a party in default or classified during the year as uncollectible? (Attach Schedule G (Form 5500) Part II if "Yes" is checked.)	c	Yes	No		
d Did the plan engage in any nonexempt transaction with any party-in-interest? (Attach Schedule G (Form 5500) Part III if "Yes" is checked.)	d	Yes	No		
e Was this plan covered by a fidelity bond?	e	Yes	No	5,000,000	
f Did the plan have a loss, whether or not reimbursed by the plan's fidelity bond, that was caused by fraud or dishonesty?	f	Yes	No		
g Did the plan hold any assets whose current value was neither readily determinable on an established market nor set by an independent third party appraiser?	g	Yes	No	138,318,000	
h Did the plan receive any noncash contributions whose value was neither readily determinable on an established market nor set by an independent third party appraiser?	h	Yes	No		
i Did the plan have assets held for investment? (Attach schedule(s) of assets if "Yes" is checked, and see instructions for format requirements.)	i	Yes	No		
j Were any plan transactions or series of transactions in excess of 5% of the current value of plan assets? (Attach schedule of transactions if "Yes" is checked and see instructions for format requirements.)	j	Yes	No		
k Were all the plan assets either distributed to participants or beneficiaries, transferred to another plan or brought under the control of the PBGC?	k	Yes	No		
5a Has a resolution to terminate the plan been adopted during the plan year or any prior plan year? If yes, enter the amount of any plan assets that reverted to the employer this year: ☐ Yes ☒ No Amount					
5b If, during this plan year, any assets or liabilities were transferred from this plan to another plan(s), identify the plan(s) to which assets or liabilities were transferred. (See instructions.)					
5b(1) Name of plan(s)	5b(2) EIN(s)	5b(3) PIN(s)			
NEBA PENSION TRUST-	51-6029896	003			
MONEY PURCHASE BENEFIT					

Schedule H (Form 5500) 2000		Page 3		Official Use Only	
		(a) Amount	(b) Total		
Part III Unrealized Appreciation (Depreciation) of Assets					
(A) Real estate					
(1) Real estate	b(1)(A)	1,046,832			
(2) Total unrealized appreciation of assets. Add lines 2b(1)(A) and (B)	b(1)(2)		1,046,832		
(B) Other					
(1) Net investment gain (loss) from common/collective trusts	b(2)				
(2) Net investment gain (loss) from pooled separate accounts	b(3)				
(3) Net investment gain (loss) from master trust investment accounts	b(4)				
(4) Net investment gain (loss) from 103-12 investment entities	b(5)				69506
(5) Net investment gain (loss) from registered investment companies (e.g., mutual funds)	b(6)				
(6) Other income	b(7)				1738
(7) Total income. Add all income amounts in column (b) and enter total	b(8)		59,332,173		
Expenses					
e Benefit payment and payments to provide benefits:					
(1) Directly to participants or beneficiaries, including direct rollovers	e(1)	53,403,775			
(2) To insurance carriers for the provision of benefits	e(2)				
(3) Other	e(3)	3,314,980			
(4) Total benefit payments. Add lines 2e(1) through (3)	e(4)		56,718,755		
f Corrective distributions (see instructions)					
g Certain deemed distributions of participant loans (see instructions)	g				
Interest expense					
(1) Administrative expenses: (i) Professional fees	f(1)	100120			
(2) Contract administrator fees	f(2)				
(3) Investment advisory and management fees	f(3)	61710			
(4) Other	f(4)	1,486,684			
(5) Total administrative expenses. Add lines 2f(1) through (4)	f(5)		1,648,514		
(6) Total expenses. Add expense amounts in column (b) and enter total	f(6)		58,367,269		
Net Income and Reconciliation					
k Net income (loss) (subtract line 2f from line 2b)	k		964904		
Transfers of Assets					
(1) To this plan	l(1)				
(2) From this plan	l(2)				
Part V Accountant's Opinion					
3 The opinion of an independent qualified public accountant for this plan is (see instructions):					
a Attached to this Form 5500 and the opinion is - ☐ (1) Unqualified ☐ (2) Qualified ☐ (3) Disclaimer ☐ (4) Adverse					
b Not attached because: (1) ☐ the Form 5500 is filed for a CCT, PSA or MTA.					
(2) ☐ the opinion will be attached to the next Form 5500 pursuant to 29 CFR 2520.104-60.					
c Also check this box if the accountant performed a limited scope audit pursuant to 29 CFR 2520.103-8 and/or 2520.103-12(d)					
d If an accountant's opinion is attached, enter the name and EIN of the accountant (or accounting firm):					
THOMAS HAYVEY LLP 36-2131790					

Schedule H (Form 5500) 2000		Page 4		Official Use Only	
Part IV Transactions During Plan Year					
4 CCTs and PSAs do not complete Part IV MTAs, 103-12 IEs, and QAs do not complete 4a, 4e, 4f, 4g, 4h, 4i, or 5. 103-12 IEs also do not complete 4j.					
During the plan year:					
a Did the employer fail to transmit to the plan any participant contributions within the maximum time period described in 29 CFR 2510.3-1027 (see instructions)?	a	Yes	No	Amount	
b Were any loans by the plan or fixed income obligations due the plan in default as of the close of plan year or classified during the year as uncollectible? (Attach Schedule G (Form 5500) Part II if "Yes" is checked.)	b	Yes	No		
c Were any leases to which the plan was a party in default or classified during the year as uncollectible? (Attach Schedule G (Form 5500) Part II if "Yes" is checked.)	c	Yes	No		
d Did the plan engage in any nonexempt transaction with any party-in-interest? (Attach Schedule G (Form 5500) Part III if "Yes" is checked.)	d	Yes	No		
e Was this plan covered by a fidelity bond?	e	Yes	No	5,000,000	
f Did the plan have a loss, whether or not reimbursed by the plan's fidelity bond, that was caused by fraud or dishonesty?	f	Yes	No		
g Did the plan hold any assets whose current value was neither readily determinable on an established market nor set by an independent third party appraiser?	g	Yes	No		
h Did the plan receive any noncash contributions whose value was neither readily determinable on an established market nor set by an independent third party appraiser?	h	Yes	No		
i Did the plan have assets held for investment? (Attach schedule(s) of assets if "Yes" is checked, and see instructions for format requirements.)	i	Yes	No		
j Were any plan transactions or series of transactions in excess of 5% of the current value of plan assets? (Attach schedule of transactions if "Yes" is checked and see instructions for format requirements.)	j	Yes	No		
k Were all the plan assets either distributed to participants or beneficiaries, transferred to another plan or brought under the control of the PBGC?	k	Yes	No		
5a Has a resolution to terminate the plan been adopted during the plan year or any prior plan year? If yes, enter the amount of any plan assets that reverted to the employer this year: ☐ Yes ☒ No Amount					
5b If, during this plan year, any assets or liabilities were transferred from this plan to another plan(s), identify the plan(s) to which assets or liabilities were transferred. (See instructions.)					
5b(1) Name of plan(s)	5b(2) EIN(s)	5b(3) PIN(s)			
Part V Financial Information					
This schedule is required to be filed under Section 104 of the Employee Retirement Income Security Act of 1974 (ERISA) and section 505(a) of the Internal Revenue Code (the Code).					
OMB No. 1510-0110					
2000					
This Form is Open to Public Inspection.					
For calendar year 2000 or fiscal plan year beginning and ending					
A Name of plan					
NEBA VACATION PLAN - ATLANTIC, GULF AND PACIFIC COASTS					
B Three-digit plan number					
503					
C Plan sponsor's name as shown on line 2a of Form 5500					
BOARD OF TRUSTEES NEBA VACATION PLAN-ATLANTIC, GULF AND PACI					
D Employer identification number					
13-6271916					
Part VI Asset and Liability Statement					
1 Current value of plan assets and liabilities at the beginning and end of the plan year. Combine the value of plan assets held in more than one trust. Report the value of the plan's interest in a common fund containing the assets of more than one plan on a line-by-line basis unless the value is reportable on lines 10(9) through 10(14). Do not enter the value of that portion of an insurance contract which guarantees, during this plan year, to pay a specific dollar benefit at a future date. Round off amounts to the nearest dollar. DFEs do not complete lines 10(1), 10(2), 10(8), 10(9), 10(11), 10(12), 10(13), 10(14), 10(15), 10(16), 10(17), 10(18), 10(19), 10(20), 10(21), 10(22), 10(23), 10(24), 10(25), 10(26), 10(27), 10(28), 10(29), 10(30), 10(31), 10(32), 10(33), 10(34), 10(35), 10(36), 10(37), 10(38), 10(39), 10(40), 10(41), 10(42), 10(43), 10(44), 10(45), 10(46), 10(47), 10(48), 10(49), 10(50), 10(51), 10(52), 10(53), 10(54), 10(55), 10(56), 10(57), 10(58), 10(59), 10(60), 10(61), 10(62), 10(63), 10(64), 10(65), 10(66), 10(67), 10(68), 10(69), 10(70), 10(71), 10(72), 10(73), 10(74), 10(75), 10(76), 10(77), 10(78), 10(79), 10(80), 10(81), 10(82), 10(83), 10(84), 10(85), 10(86), 10(87), 10(88), 10(89), 10(90), 10(91), 10(92), 10(93), 10(94), 10(95), 10(96), 10(97), 10(98), 10(99), 10(100).					
Assets					
a Total noninterest-bearing cash	a	(a) Beginning of Year	(b) End of Year		
b Receivables (less allowance for doubtful accounts):					
(1) Employer contributions	b(1)	8,417,867	7,204,079		
(2) Participant contributions	b(2)				
(3) Other	b(3)	856042	738302		
c General investments:					
(1) Interest-bearing cash (incl. money market accounts and certificates of deposit)	c(1)	743503	2,826,305		
(2) U.S. Government securities	c(2)	13,135,767	13,762,784		
(3) Corporate debt instruments (other than employer securities):					
(A) Preferred	c(3)(A)				
(B) All other	c(3)(B)	9,463,469	10,714,245		
(4) Corporate stocks (other than employer securities):					
(A) Preferred	c(4)(A)				
(B) Common	c(4)(B)				
(5) Partnership/venture interests	c(5)				
(6) Real estate (other than employer real property)	c(6)				
(7) Loans (other than to participants)	c(7)				
(8) Participant loans	c(8)				
(9) Value of interest in common/collective trusts	c(9)				
(10) Value of interest in pooled separate accounts	c(10)				
(11) Value of interest in master trust investment accounts	c(11)				
(12) Value of interest in 103-12 investment entities	c(12)	13,071,861	11,169,857		
(13) Value of interest in registered investment companies (e.g., mutual funds)	c(13)				
(14) Value of funds held in insurance co. general account (unallocated contracts)	c(14)				
(15) Other	c(15)				

Schedule H (Form 5500) 2000		Page 4		Official Use Only	
Part IV Transactions During Plan Year					
4 CCTs and PSAs do not complete Part IV MTAs, 103-12 IEs, and QAs do not complete 4a, 4e, 4f, 4g, 4h, 4i, or 5. 103-12 IEs also do not complete 4j.					
During the plan year:					
a Did the employer fail to transmit to the plan any participant contributions within the maximum time period described in 29 CFR 2510.3-1027 (see instructions)?	a	Yes	No	Amount	
b Were any loans by the plan or fixed income obligations due the plan in default as of the close of plan year or classified during the year as uncollectible? (Attach Schedule G (Form 5500) Part II if "Yes" is checked.)	b	Yes	No		
c Were any leases to which the plan was a party in default or classified during the year as uncollectible? (Attach Schedule G (Form 5500) Part II if "Yes" is checked.)	c	Yes	No		
d Did the plan engage in any nonexempt transaction with any party-in-interest? (Attach Schedule G (Form 5500) Part III if "Yes" is checked.)	d	Yes	No		
e Was this plan covered by a fidelity bond?	e	Yes	No	5,000,000	
f Did the plan have a loss, whether or not reimbursed by the plan's fidelity bond, that was caused by fraud or dishonesty?	f	Yes	No		
g Did the plan hold any assets whose current value was neither readily determinable on an established market nor set by an independent third party appraiser?	g	Yes	No		
h Did the plan receive any noncash contributions whose value was neither readily determinable on an established market nor set by an independent third party appraiser?	h	Yes	No		
i Did the plan have assets held for investment? (Attach schedule(s) of assets if "Yes" is checked, and see instructions for format requirements.)	i	Yes	No		
j Were any plan transactions or series of transactions in excess of 5% of the current value of plan assets? (Attach schedule of transactions if "Yes" is checked and see instructions for format requirements.)	j	Yes	No		
k Were all the plan assets either distributed to participants or beneficiaries, transferred to another plan or brought under the control of the PBGC?	k	Yes	No		
5a Has a resolution to terminate the plan been adopted during the plan year or any prior plan year? If yes, enter the amount of any plan assets that reverted to the employer this year: ☐ Yes ☒ No Amount					
5b If, during this plan year, any assets or liabilities were transferred from this plan to another plan(s), identify the plan(s) to which assets or liabilities were transferred. (See instructions.)					
5b(1) Name of plan(s)	5b(2) EIN(s)	5b(3) PIN(s)			



Ship's Telegraph



Logbook

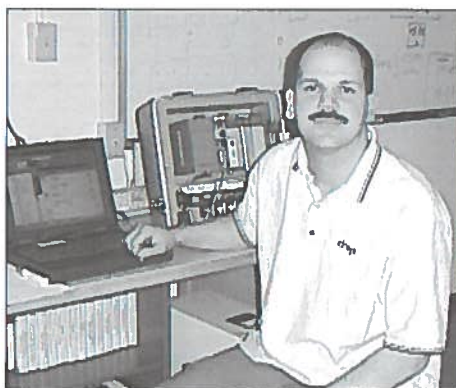
MEBA has placed a link on our home page (www.d1meba.org) to a search engine that will aid you in writing your lawmaker about important issues. Once there, just enter your zipcode and the search engine isolates your Senators and Congressman and provides their pertinent information such as e-mail, phone numbers and address. It also enumerates the Committees they serve in, provides biographic facts and other useful information. You can make a difference. Try it out!...An e-mail received at MEBA HQ from the Master of the *LIBERTY SPIRIT* MEBA member Brian Patten told of a patriotic encounter while exiting the Gibraltar Straits. The *SPIRIT* came into sight with the *THEODORE ROOSEVELT* Aircraft Carrier in a "V" formation with her entire battlegroup. Brother Patten "dipped the Stars and Stripes appropriately from the main mast" when it was abeam with the Burke-class destroyer *GONZALES*. He was amazed to receive a return dip in exchange, "rendering proper etiquette." He promptly called them up and told them, "Good hunting fellas...make us proud...God bless you and God bless America." They replied back with "Thank you and have a safe trip home," indicating that they knew about the ship and its heading. "It was definitely a sight to see...let me tell ya," concluded Brother Patten.



MEBA Reps Meet With MSC Commander For Briefing

MEBA representatives recently took part in a briefing with the Military Sealift Command's new Commander Rear Adm. David L. Brewer III and key members of his staff. The two-hour meeting allowed various members of the maritime labor community to form a rapport with the Admiral during a session that focused on intelligence and anti-terrorism issues. MSC stressed that a vigilant mariner is an asset against terrorism by helping to eliminate "soft targets." Security clearance issues were also reviewed along with safeguards at the nation's ports. Larry O'Toole noted, "I'd

like to thank Admiral Brewer and his excellent MSC team for an extremely useful briefing with maritime labor. The function allowed MEBA participants and high-level maritime labor officials valuable face-to-face time with the Admiral and to delve into such controversial issues as maritime manpower adequacy to support this country in times of crisis."



Instructor Rick Fullwood was persistent in his pursuit of a degree from Maryland.



Instructor Rick Fullwood Earns Degree

On August 13, 2001, instructor Rick Fullwood received his Bachelor of Science degree from the University of Maryland majoring in computer and information science. He obtained his degree through a combination of traditional classes and creation of a 200-page experiential learning portfolio. He has been working on this project for many years, in addition to teaching at the school. Rick is the son of Roger Fullwood, one of the school's instructional founding fathers. Rick started in 1996 as a lab assistant in Instrumentation, Electricity, and Electrical Troubleshooting. His considerable skill and knowledge became apparent as time went on. He became a full-time instructor in 1999, as the course needs of the school changed and evolved. Rick is an essential part of the

team teaching the school's newest course: Data Communications and Networking. Along with Lee Brown, Bill Eney and Thurland Wilkinson, he helped launch this popular course in May of 2001. He continues to assist in Instrumentation as a support instructor, and is lead instructor of the PLC course. Together with his father, Rick continues the Fullwood tradition of exceptional service to the school, and is to be congratulated on this recent accomplishment.



MEBA Tankship Instructor Loses Parents In Airline Crash

Our deepest sympathies go out to Professor Mark Huber and family over the loss of both of his parents in American Airlines Flight 587 that crashed in New York on Monday, Nov. 12. Mark a graduate of SUNY, is a Professor in the Department of Marine Transportation at the U.S. Merchant Marine Academy. He has been part of the MEBA Tankship Safety Course in Easton since 1992. Furthermore, Mark is the author of the MEBA Vapor Recovery Operations Training video. He is also the author of the recently released Tanker Operations book published by Cornell Maritime Press.



Coast Guard Establishes Anti-Terror Hotline

The Coast Guard's National Response Center has created a national hotline to allow the maritime industry to report suspicious activity or incidents that could be linked to terrorism. The number is (800) 424-8802. The information will be shared with the FBI's Intelligence and Operations Center which coordinates with other agencies to perform a threat assessment. NRC notes that, "while it may be difficult to predict and prevent a terrorist attack, certain steps can be implemented to minimize the chance that the attack will disrupt vessel/port operations." CG Headquarters is working with industry, field units and other enforcement agencies to develop and communicate best practices for prevention. The FBI and U.S. Postal Service

have published guidance on their websites that provide "tell-tale" signs for identifying suspicious packages.



Ken Riley, President of the International Longshoremen's Association (ILA) Local 1422, was extremely active in defense of the Charleston 5.



Charleston 5 Freed, Civil Suit In Case Presses On

The long-delayed trial of the union dockworkers known as the Charleston 5, which had been scheduled for trial in mid-November, was set aside as the prosecution offered a plea bargain instead. The five were originally charged with felony rioting and conspiracy to riot in a case pursued by South Carolina Attorney General Charlie Condon. The controversy created by Condon's presence in the proceedings led to the removal of the ambitious Attorney General from the case. The house arrest of the Charleston 5 that had been in force for over a year and a half was subsequently lifted. With Condon no longer involved in the prosecution, prosecutors offered a plea bargain for the five accused longshoremen - a misdemeanor that carries no prison time and a \$100 fine. The offenses will be erased from their records if they 'keep their noses clean' for three years. The five longshoremen could have faced prison terms if convicted under the original charges. The labor movement delighted in the announcement. Declared one triumphant press release issued by overjoyed dockworkers: "Realizing they had no case and fearing the wrath of the international labor movement, South Carolina prosecutors caved in and offered a plea bargain to the Charleston Five that gives them a complete victory and vindication of their cause." However, the battle is not quite over. A multi-million dollar civil suit, filed against longshore local members and officials has not yet been resolved. The civil suit was filed by the WSI, the company that supplied the scab labor that worked on the Nordana ships, and which served as the spark that set off the riot leading to the charges. Fundraising will continue until the civil suit is settled.



Coast Guard Announces Licensing Changes

The Coast Guard has announced that in January it will change its format for license testing to conform with STCW '95 requirements...The agency will also begin to print its licenses on a tamper-proof stock of paper that will incorporate new features to ensure security and promote efficiency at the same time...Finally, the Coast Guard has announced that it is stocking five of its regional exam centers around the country with extra staff to handle the demands caused by STCW '95 certification. Those centers include Boston, Miami, Seattle, New Orleans and Houston.



Plan For "All-Alaska Gasline" Requiring LNG Ships Presenting To Senate Energy Committee

In an October hearing, lawmakers listened to testimony presenting plans to transport natural gas from Alaska to markets in the lower 48 states. Senators on the Committee on Energy and Natural Resources are considering whether they should piece together legislation that would expedite the construction of a pipeline from Alaska. Two other major proposals were forwarded with both involving expensive overland routes through Canada. However, two witnesses presented a proposal that costs much less than other plans and that polls show has overwhelming support by Alaskan citizens. It provides for an 800-mile overland pipeline (paralleling the Trans-Alaska Pipeline System) from Prudhoe Bay to Valdez where 8-10 LNG tankers would be needed to transport the product to the lower 48. Soaring above other proposals, it appears this less costly solution presents the most revenue for the State, the shortest pipeline and the most jobs for Alaskans. It would establish a State Gas Authority that would eliminate the need for Federal legislation because of its status as a publicly owned entity. Scott Heyworth, Anchorage Public Safety Commissioner, presented his testimony advocating the "All-Alaskan, All-American Gasline" amid other Committee witnesses who favored considerably longer pipeline routes running through Canada. CSX, which weighed in at the hearing through its Vice Chairman Mark Aron, also supports the "All-Alaskan" initiative. Unfortunately, others have been touting the Alcan Highway

Route that calls for a 3,500-mile pipeline through Canada that would cost between 15 and 20 billion dollars and would create fewer jobs for Alaska and more for Canada. "We cannot build this gas pipeline through Canada just because it is economically beneficial for Oil Companies," Heyworth told the Committee. Proponents of the All-Alaska Pipeline are circulating a Citizens Initiative Petition that will place the proposal on the Nov. 6, 2002 ballot in Alaska once 25,000 signatures for the initiative are collected from Alaskan citizens and certified. You can help out! Visit the website detailing the LNG to Valdez option



Yukon Pacific is supporting the All-Alaska Pipeline. The pipeline would create LNG transportation opportunities for MEBA members. (L-r) are Y.P. Pres. Jeff Lowenfels, Alaska AFL-CIO Pres. Mano Frey, Yukon Pacific V.P. Wayne Lewis and MEBA's Bill Ward.

at <http://alaskagaspipeline.org>. Besides getting the lowdown on the different proposals you can cast your unofficial vote in an online poll that allows you to choose which option you feel is most sensible and beneficial for America.



NASSCO Wins Contract To Build Next Wave Of MEBA-Manned Navy Ships

National Steel and Shipbuilding Company (NASSCO), has been awarded a \$709 million contract by the U.S. Navy for the design and construction of the first two ships in the T-AKE program, a new class of combat logistics force ships. These are the first of what is planned to be 12 advanced auxiliary dry cargo ships (Lewis & Clark class) to be manned by MEBA civilian mariners. Details were put forth in the May-June edition of the *Marine Officer*. The award includes options exercisable by the Navy for 10 additional ships over the next six years for a potential contract value of \$3.7 billion. The award will provide a base of

business for almost 10 years and maintain shipyard employment at least at the current 2,500-employee level. Functional design work on the T-AKE will begin immediately, with delivery of the first ship scheduled for 2005. Designed to operate independently for extended periods at sea while providing underway replenishment services, the T-AKE will directly contribute to the ability of the Navy to maintain a forward presence. These ships will provide logistic lift from sources of supply either in port or at sea and will transfer cargo — ammunition, food, fuel, repair parts, and expendable supplies and material — to station ships and other naval warfare forces at sea. The T-AKE will replace the aging T-AE ammunition ships and T-AFS combat stores ships, which are nearing the end of their service lives.



MARAD To Sort Out Title XI Liability After Crash Of AMCV

The Maritime Administration is exposed to millions of dollars in Title XI Loan Guarantee payments for two unfinished ships ordered by American Classic Voyages (AMCV) which recently filed for Chapter 11 bankruptcy protection. Litton-Ingalls, who won the \$880 million order, says that the first of two 1,900-passenger ships that were due for delivery in 2003 is 40% complete. Work on the ships, that was contingent on Title XI financing, was suspended after MarAd announced that it would not continue guaranteed funding for the vessels. Litton's parent group, Northrop Grumman said that it will continue to pursue MarAd's participation in the suspended project. MarAd has ascertained that its financial exposure is \$367 million for abandoned AMCV projects. The maritime agency was hopeful that negotiations with Litton will lead toward a more favorable settlement. The events of September 11th provided a crushing blow for AMCV which was already wading in financial straits. The ships were to be the first large passenger vessels built in the U.S. in 40 years.



Don't Forget MEBA'S Merchant Marine Memorial!

As the world continues to turn and we get absorbed in the daily tribulations of life, one constant seems to remain — MEBA still has no Merchant Marine Memorial. You can help overcome this

egregious deficiency. Please give to our Merchant Marine Memorial Foundation. Once the Foundation collects enough money, a permanent memorial will be erected on Calhoun School grounds to honor the MEBA Brothers and Sisters who forged the tradition of excellence that our members proudly continue today. A tax-exempt and non-profit fund, the MEBA Merchant Marine Memorial Foundation Inc. will oversee the development of a memorial that will always serve as a mark of respect for those members who mean so much. The address for the Foundation is: MMMMF, P.O. Box 2443, Easton, MD. 21601.



First American Bulk Carrier Corp. Pres. John Gaughan speaks at a recent SOCP conference in Norfolk, VA. Keystone's Charles Kurz II and Retired Coast Guard Admiral Robert North look on.



Maritime Smart Cards Are Moving Ahead

With the advent of a new era following the recent tragic events, the development of Smart Cards has become even more relevant and beneficial for the maritime industry of the future. The Ship Operations Cooperative Program (Co-Chaired by Calhoun School Asst. Director (Operations) Lee Kincaid) has been a leader in the promotion of this new technology that will allow mariners to consolidate a mess of paper documents concerning employment, identification and health information (and much more). The all-in-one card will fluidly forward mariner access and physical identification, make inroads for preventing fraud and facilitate the transmission of merchant mariner documents, all with a single swipe. Although before September 11th, the safekeeping of personal identification within the scope of the Smart Card project was not of the utmost importance, it has assumed a greater magnitude with the vast capabilities

of this amazing new tool. The development of this research continues to alleviate concerns by painstakingly focusing on the integrity of privacy and security of personal information. The SOCP's fervent advocacy of this "wave of the future" has netted a recent triumph for the advancement of Smart Cards. The Maritime Administration's Jim Zok, an SOCP participant, successfully lobbied MarAd to forward a \$100,000 commitment, matched by SOCP, to allow Smart Cards to enter its second phase toward fruition. Maritime labor, Coast Guard, and the General Services Administration have also been key promoters of the pilot project.



Review Board Upholds Union Unemployment Benefits Position

On November 9, 2001, in *Larson v. PRONAV*, Case No. 1301-BR-00, the State of Connecticut Board of Review unanimously decided that since the employer closed a Connecticut facility and the claimant has no substantive re-employment rights with that employer, the payment of accrued vacation pay is not allocable against the claimant's unemployment compensation benefits. The Board adopted the argument of MEBA General Counsel W. Patrick Morris that the reflagging of a U.S.-flag vessel on which the claimant served is "functionally indistinguishable from the closing of a Connecticut facility," and MEBA member Ward Larson was immediately eligible for unemployment benefits. The result of transferring the registry of the LNG *AQUARIUS* to the Republic of the Marshall Islands is identical to moving a facility out of the country. "Once a vessel has changed its registry, the laws and protections of the United States, including labor and tax laws, are no longer in effect, and the laws of a foreign jurisdiction control," opined the Board. The collective bargaining agreement between the MEBA and PRONAV was no longer in effect because the agreement only applied to oceangoing vessels registered in the United States. On November 3, 1999, the Maritime Administration approved the transfer of eight LNG vessels operated by PRONAV from U.S. to foreign registry. Subsequently, when the company implemented the approval, after an unsuccessful union court challenge, all MEBA represented licensed officers lost their jobs. The decision of the Board of Review in the *Larson* case serves as a precedent for other claims for

unemployment compensation benefits by other similarly situated MEBA officers. More specifically, any MEBA officer who was a member of the permanent crew on any of the LNG ships managed by PRONAV that was originally denied unemployment benefits should reapply to the State of Connecticut citing the Larson decision, case number 1301-BR-00.



Chris Konopaski standing by the fuel pump between 2 cylinders on the APL THAILAND.

STCW REMINDER

Members are strongly urged to complete their license upgrading and STCW-95 certification before the Feb. 1, 2002 cut-off date. Early completion of the requirements will allow members to avoid any potential complications associated with the implementation. Additional STCW and licensing criteria may be necessary after that date and could further complicate the process.

2002 Section 415 Limits

Please note that the Internal Revenue Service (IRS) has released the annual limits under IRS Section 415 for calendar year 2002

Age Nearest Retirement	Annual 415 Limit
80	574,566
79	523,592
78	477,518
77	435,875
76	398,246
75	364,256
74	333,565
73	305,850
72	280,809
71	258,162
70	237,651
69	219,046
68	202,144
67	186,768
66	172,765
65	160,000
64	160,000
63	160,000
62	160,000
61	147,766
60	136,712
59	126,696
58	117,598
57	109,311
56	101,746
55	94,824
54	88,477
53	82,647
52	77,281
51	72,334
50	67,766
49	63,542
48	59,629
47	56,001
46	52,632
45	49,500
44	46,585
43	43,869
42	41,335
41	38,969
40	36,758
39	34,689
38	32,752
37	30,937
36	29,234
35	27,636

Please contact the Plan Office in Baltimore if you have any questions.

New Retirees

TODD A. BAILEY	CLIFFORD W. GOINS	CECIL C. NORGANG
GREGORY R. BARTON	FRANK C. GREENLEAF	KIMBERLY C. PARKER
RAYMOND E. BEYLER JR.	EDWARD G. GUSTAFSON	RALPH H. PLUMB
JAMES M. BLANTON	BRIAN O. HALLORAN	HENRY T. POULSEN
ALLISON B. BOOKER	FRANK W. HANHISALO JR.	JOHN W. RAMSEY II
ALLEN E. BOSCH	HUE V. HARRISON	ALFRED RENZI III
KERSEY S. BRADLEY	BLAKE D. HAYNES	MICHAEL A. RIBERA
TAYLOR C. BRADSTREET	FRANK HICKEN	CLAUDE RICHARDSON JR.
GARY J. BRYANT	WILLIAM A. HUNGELMANN	MICHAEL H. SERETI
FREDERICK S. BUTLER	JIMMIE R. JETT	DONALD I. SCHWETER
WILLIAM P. CARR	EDWARD M. JONES	WILLIAM E. SHILLING III
ROBERT CROSBY JR.	GERALD A. KISSACK	SCOTT T. SILLERY
JAMES D. DECKER	DONALD A. KUMMER	GUNNAR S. SKAVHAUG
JOHN M. DESING	ROY O. LAWTON	JAMES W. SPELL
JOHN A. DOMENICO	BARRY H. LEE	DAVID A. STEWART
JOHN W. DOROZYNSKI SR.	JOSEPH A. LINLEY	STEVEN J. STILPHEN
JAMES J. DUFFY JR.	ANDREW LOPEZ JR.	JOHN E. STOCK
ROBERT W. EAST	ELEFTHERIOS D. MAGOULIANOS	WILLIAM H. STRELLA
JOHN J. EGAN	JERALD P. MARKLEY	RONALD R. STURM
YAACOV EISAK	GILBERT H. MARTIN	CHARLES A. TITONE
DAVID B. ERVIN	MARY E. McDONALD	MATTHEW H. WETSEL
WILLIAM D. FOLEY	TERENCE MOONEY	DAVID A. WHITELEY
PAUL B. GISONE	DAVID M. O'CONNOR	EDWARD A. WILLIS
DAVID C. GLOVER	GARY C. NEIFERT	JOHN P. YODER
RICHARD GOETZE		EDWARD J. ZELINSKI



In October, the nation's Ready Reserve Force (RRF) was honored in the Port of Baltimore to mark its 25th Anniversary. Secretary of Transportation Norman Mineta (far right) was the featured speaker. MSC Commander RADM David Brewer (center) and USTRANSCOM's Rear Admiral Edward Fahy, who dropped the name of his "good friend (MEBA's Norfolk Rep) Tom Lilley" during his rousing remarks, also addressed a sizeable gathering.



"The Salty Dog"

RETIREES GET UP TO SPEED ON STCW '95 CERTIFICATION

Retirees took advantage of a unique opportunity in November to upgrade their licenses to stringent new standards. MEBA Trustees cleared the way for a special STCW Basic Safety Training session at the Calhoon MEBA Engineering School. The two-day assessment allowed 22 retirees, who would have been ineligible to sail after the Feb. 1, 2002 cut-off date, the chance to update their licenses to STCW '95 requirements. The newly announced MEBA Reserve Program (MRP) enabled the identification of licensed retirees who are a step short of STCW '95 certification. The MRP was created to establish a base of qualified retired mariners who could supplement the pool of merchant mariners required in case of national contingency. Many of those who responded to a questionnaire directed to retirees were also interested in the upgrade in order to involve themselves in future opportunities at sea. The

group spent several days at the Calhoon School soaking up the four modules of Basic Safety Training necessary for STCW '95 certification. They are Firefighting, First Aid, Personal Safety/Social Responsibility and Personal Survival.

SCHOOL STAGES FIRST LIFEBOAT COURSE SINCE CADET PROGRAM

The Calhoon MEBA Engineering School recently held its first lifeboatman assessment course since the phase-out of its cadet program in the 1980s. The lifeboat ticket is needed as part of the STCW '95 requirements. Twenty-one students, which included a handful of retirees who were in town for the special STCW Training session, took advantage of the course that involves every aspect of deploying and operating a lifeboat. Instructors Rick Simonson and Gerard Dundon oversaw the one-day course that ran all day on Saturday, Nov. 17 and concluded with a 70-question exam.



Elliott Woods has properly inflated his head support pillow and is enjoying a swim.



Dennis Leponis came from Anchorage, Alaska to upgrade his license. Dennis has only been retired since January.



John Bryant, a 5-year retiree, wants to be fully licensed in case Uncle Sam comes calling.



The first Lifeboat course since the cadet program drew a mix of members and retirees.



The Survival course requires that students splash around in exposure or "Gumby" suits.



Retirees exit the liferaft during the Personal Survival course.



Retirees got used to the exposure suits soon after hitting the water.



Every student had the opportunity to lower and command the lifeboat during the one-day lifeboatman assessment course.

V.A. Healthcare for Qualified MEBA Members and Pensioners

My name is Hugh Curran and I am a retired member of the MEBA since 1993. My last position as a member of District 1 was as the permanent Chief Engineer of SS MAJOR STEPHEN W. PLESS, a Maritime Prepositioning Ship operated by Waterman Steamship Corp. In addition to being retired from MEBA, I also am retired from the United States Navy and have been granted a permanent disability rating for injury received on active duty with the military.

I recently attended a Conference of MEBA Retirees in Easton, MD hosted by the MEBA Retirees Group Fund. At this conference I realized a considerable number of retired members were unaware of benefits due them under present law. Men and women who have served on active duty in the Army, Navy, Air Force, Marine Corps, Coast Guard and Merchant Marine duty on oceans during WWII and received an Honorable or General Discharge for such service are eligible to receive health care at Veterans Administration hospitals. Prior to 1980 there is no active service time requirement for this eligibility but those who served after 1980 must have a minimum of 24 months of Active Duty to qualify. Many qualified vets have not used the VA because they have erroneously been led to believe that a veteran has to be disabled or have been exposed to combat in order to gain health care services at VA Medical Centers. Service connected disabilities and Combat Service are not requirements for treatment. However, in order to receive health benefits at VA centers one MUST be enrolled in the VA Health System. Even if you presently



Hugh Curran attended the recent Retirees Conference and the STCW Basic Safety Training two-day assessment both held at the Calhoun School.

have health insurance, you are eligible to enroll in the VA Health Care System. You may use the VA as a primary or secondary health provider. No matter what your financial situation may be you are eligible to enroll. You even can enroll for VA Benefits on the Internet! Being a New Englander and residing in Maine I know for a fact that a secure online form may be obtained for registering by visiting www.va.gov/1010ez.htm. All vets must present their DD214 forms at time of enrollment. After enrolling, the veteran will be provided with a coded photo ID card which will allow him or her service at any VA Medical, Service or Clinical Center. Veterans with no service connected disability, or a 0% disability rating

with no compensation may be required to make co-payments for care received at the VA if their family income exceeds certain amounts. Some healthcare insurance plans pay for care received at the VA. A BIG benefit of using the VA Health System is the privilege of using the VA Pharmacy to obtain prescription drugs. Before drugs can be prescribed through the VA, it is necessary to be seen by a VA primary care provider (physician or nurse practitioner). Be sure to explain to them that you want to receive your drugs through the VA Health Care System. The VA has a mail-out pharmacy and most prescription drugs can be sent directly to your mailing address. In the event that the vet would have to make co-payments for the medications

continued on page 24

Medical benefits of any kind are available to merchant mariners who served between December 7, 1941 and August 15, 1945. If you served during this period, you should bring a copy of your DD214 Discharge Certificate to the nearest Health Care Facility and they will review your eligibility with you.

- If you have copies of your certificates of discharge or other documentation of sea service, please submit them with your DD Form 2168.
- Under the Privacy Act, a certified copy of the death certificate will be needed if you are applying for a Certificate of Release or Discharge from Active Duty (DD Form 214) for a deceased mariner.
- Under law, sea service from August 16, 1945 and December 31, 1946 is considered active duty for the purpose of eligibility for certain limited veterans benefits. If you wish to have your DD Form 214 reflect this period, you must pay a required \$30 processing fee to the Coast Guard. Please send a check or money order, payable to the U.S. Treasury, with your new DD Form 2168.

received through the VA Pharmacy, these co-payments are \$7.00 per prescription for each thirty-day (or less) supply.

I consider myself most fortunate to have coverage under MEDICARE and TFL (TriCare for Life) because of my being on the retired list of the U.S. Navy. My MEDICARE and TFL coverage enables me to seek Medical Care in the civilian sector. I personally choose to be treated at the local VA Hospital Clinic at Togus, Maine because I consider the treatment at this facility to be second to none. I submit this information in the attempt to make such excellent treatment available to my Brother and Sisters in the MEBA who qualify for it and who require it.

To qualify and become eligible for veterans benefits, a member must not only have served within either of the two qualifying periods (Dec. 7, 1941-Aug. 15, 1945 or Aug. 16, 1945-Dec. 31, 1946) but also meet the following eligibility criteria:

- 1) Was a member of the United States Merchant Marine (including the Army Transport Service and the Naval Transport Service) serving as a crewmember of a vessel that was:
 - (a) operated by the War Shipping Administration or the Office of Defense Transportation (or an agent of the Administration or Office);
 - (b) operated in waters other than inland waters, the Great Lakes, and other lakes, bays and harbors of the United States;
 - (c) under contract or charter to, or property of, the Government of the United States; and
 - (d) serving the Armed Forces.

- 2) While so serving, was licensed or otherwise documented for service as a crewmember of such a vessel by an officer or employee of the United States authorized to license or document the person for such service.

Before a merchant mariner can receive veterans benefits, the person must first apply for a Certificate of Release or Discharge from Active Duty (DD214) by filling out a DD Form 2168 and sending it to:

WWII Merchant Mariner Qualification
Highland Community Bank
P.O. Box 804118
Chicago, IL 60601-4118

Forms are available from Veterans Administration Offices, Merchant Marine veterans' organizations, and from the office listed above. If you have questions regarding your application, contact the National Maritime Center at (703) 235-0002.

A new tax-advantaged way to save for your child's college:

The section 529 College bound savings plan.

In this tumultuous market, the idea of paying for your child's college education is enough to panic any parent. Especially as the average cost of tuition is rising at a rate almost double that of inflation. However, as people must still plan for retirement, they must still prepare to send their kids to college. Fortunately, the U.S. Government has created some relief through the section 529 College bound savings plan. Basically, the savings plan is a tax-free way to invest for a child's higher education expenses while maintaining complete control over the money and reducing your taxable estate.

The tax aspect: Participants are allowed to contribute up to \$50,000 per child up front and not be subject to gift tax. A couple that files jointly may make a tax-free donation of up to \$100,000 per beneficiary. This contribution is deducted from your taxable estate. Not only does the account grow - tax-deferred, when monies begin to be used for higher education related expenses, the funds are distributed tax-free.

Requirements: Typically, any accredited post-secondary institution is eligible. This includes out of state and private institutions as well. Monies may be used for room, board, tuition, books and equipment. The beneficiary may be changed at any time, but the new beneficiary must be related to the previous beneficiary. If the donor(s) choose to take back the money, they must pay a 10% penalty on the earnings. The remainder of the earnings is then taxed as ordinary income.

Unlike a Uniform Gift to Minor's Account (UGMA), 529 donors maintain control over the assets. With a UGMA, once the beneficiary reaches the age of majority (usually 18), the youngster has complete control over the account. The advantage a 529 plan has over an Education IRA is much greater contribution limits. Donors may contribute up to \$250,000 to a 529 plan while the Education IRA's current contribution limits are a measly \$500/year, slated to rise to \$2,000/year in 2002. Also, there is no

limit on the number of people that can contribute to an individual's 529 plan. For example, if Grandparents would like to gift their grandchildren's College Bound funds, they are allowed to do so without setting up separate accounts.

There are several firms that offer the 529 College Bound plan. Some are more comprehensive than others, offering the most investment choices and being the most lenient with regard to which expenses and institutions qualify. The 529 College Bound plan is a tremendous benefit that the government has recently allowed. Do not let this opportunity pass.

Peter Jablonski, who provided this write-up, is a financial advisor at the headquarters of UBS PaineWebber. He regularly gives seminars at MEBA's Calhoun School. Anyone wanting more information may contact Mr. Jablonski at (800) 635-1983 or peter.jablonski@ubspainewebber.com.



MEBA Porthole On Washington

The following "Letter to the Editor" written by Larry O'Toole appeared in the Nov. 23 issue of *Tradewinds*. It was penned in response to a letter by Sid Vass, President of BLNG, who stated that aboard *Pronav* LNG ships, "the work practices and conditions of the MEBA officers that were offered to BGT/*Pronav* make them almost unemployable."

MEBA'S LETTER TO TRADEWINDS

23 Nov 2001 (pg. 2)

Letters to the Editor

You published a letter that contained a misleading and negative portrayal of U.S. officers affiliated with Marine Engineers' Beneficial Association (MEBA).

It appears the letter's author misinterprets the value associated with the long-term liquefied natural gas (LNG) vessel operating experience of MEBA's well-trained, highly motivated, safety and quality-conscious ships' officers as a superfluous operating cost element.

From 1977 until late in 2000, MEBA officers operated the subject fleet of eight LNG vessels in the Far East LNG trade. Well over 3,000 cargoes were safely and efficiently delivered during that 23-year period.

Those cargoes represented over 170 million tons of LNG, or approximately one-fifth of all LNG ever carried in world trade up until then.

Not a bad record for the few hundred merely "adequate", "almost unemployable" officers whose exemplary perform-

ance was instrumental in the making of that commercial reality.

Terminal operators, buyers, and sellers of the cargoes transferred and carried under the care of MEBA officers have been, without exception, laudatory in their opinion of the critical role our people had in that LNG trade.

The company managing and operating the eight ships during the first 22 years of this time period, Energy Transportation Corp (ETC), also seemed quite satisfied with the performance of the few hundred MEBA officers they employed.

MEBA's U.S. officers were clearly outstanding, working in close conjunction with their employer, for their positive contribution to the operational and technical evolution of the marine transport of LNG during that period.

Even here in the U.S., the Coast Guard recognizes our expertise in the LNG transport field. Coast Guard LNG vessel marine safety inspectors receive formal LNG vessel operations and systems familiarization training taught by some of MEBA's experienced LNG vessel officers-turned-instructors.

In the meantime, I wish to make it crystal clear that MEBA has been, and continues to be, very willing to seriously engage in discussion with any reputable shipowner or operator that has a need for competent professional shipboard officers.

Talk with us. Research first-hand all that we have to offer. Draw your own independent conclusions of our value, based on a complete and first-hand picture.

MEBA TAKES PART IN RALLY ON TEAMSTERS STEPS TO JUMPSTART ANWR

MEBA was part of a contingent seeking Senate movement on a bill that would create jobs for MEBA members and other Americans by opening a sliver (2,000 acres) of the Arctic National Wildlife Refuge (ANWR) to oil exploration and development. The House has already approved the plan and the Senate was set to debate their version before the events of September 11 took center stage. As Congress became mired with security issues and appropriations bills, Senate action on ANWR was pushed further down the timeline. A gathering on the steps of the Int'l Brotherhood of Teamsters building in Washington D.C. encouraged



MEBA was part of a rally for ANWR that took place in front of the Teamsters Building in Washington D.C. In back are MEBA's Bob McFeeters, IUOE Pres. Frank Hanley, MTD Pres. Mike Sacco, UA Pres. Martin Maddaloni and Laborers Pres. Terence O'Sullivan. At the podium is Energy Secretary Spencer Abraham. To his left are Teamsters Rep. Jerry Hood and Interior Secretary Gale Norton.

progression of the bill in the Upper Chamber. MEBA's Bob McFeeters joined Secretary of Energy Spencer Abraham and Interior Secretary Gale Norton among others in advocating the plan that would allow the U.S. to be less dependent on foreign countries for energy.

CONGRESS APPROVES TITLE XI, MSP

In November, a House and Senate Conference Committee finally agreed on a bill that earmarks funding for the Maritime Security Program as well as the Title XI Loan Guarantee program. MSP, as expected, received full funding (\$98,700,000). \$33 million was slotted for Title XI. The Bush Administration had suggested no new funding for the latter program but lawmakers turned aside that recommendation. The Senate's version of the Commerce, Justice, State and the Judiciary Appropriations bill allowed \$100 million for the program while Congressmen countered with \$33 million. While the bill was awaiting a conference committee, American Classic Voyages (AMCV) went bankrupt and blackened the good name of the Title XI Program by putting \$367 million in Maritime Administration guaranteed loans to AMCV at risk. The situation doubtlessly influenced legislators who opted for the lower funding level for the program. President Bush subsequently signed the measure into law.



Larry O'Toole accepted the USMMA's Lauren S. McCready Award on behalf of the Union. Walter Maclean (l), a 1945 graduate of the Academy is a previous recipient of the award. José Feminia (r) is head of engineering at the Merchant Marine Academy at Kings Point. The Award was presented at a Society of Naval Architects and Marine Engineers (SNAME) conference



Shoreside Scuttlebutt

CALHOON SCHOOL

Art Newberry's delightful Academic Assistant Lennie Martin has stepped down after six terrific years at the School. She has relocated to Pungoteague, VA on the Chesapeake Bay near Wallop's Island to get further involved in her arts and crafts career as well as her burgeoning poetry business. She'll be missed by everyone who had the pleasure of working with her. Jeannie Whitby, who took advantage of two weeks of training with Lennie took over the Academic Assistant position on Dec. 10th. Jeannie can be reached at (410) 822-9600, Ext. 317....Three of the Military Sealift Command's top medical officers spent a day in conference with the Calhoon School's Ship Medicine Instructor John Sullivan. MSC's Senior Medical officers HMCS Troy Flury (Shipboard Medical Programs), Shelly Croyle (MSA, Medical Administrator) and R.A. Puckett, MD (Captain, Force Medical Officer) reviewed the School's Medical Care PIC requirements to assess whether they match with MSC's needs for training aboard their ships. This was the first step in what could lead to an arrangement between the School and MSC. The meeting was also beneficial to Instructor John Sullivan who was able to gain additional information about MSC requirements that could allow the School to further customize their courses to MSC standards.



Lennie Martin has concluded six fabulous years at the School as Academic Assistant.

FORT LAUDERDALE

A touching scene witnessed by Plans Representative Sherry Keefer shortly after Sept. 11th: "On a street corner of a busy

intersection stood an entire family. Mom in a "flag" dress, Dad in a T-shirt with a flag design and 3 or 4 little kids. Mom and Dad were waving full-size flags and the little girls were holding signs saying, "Honk for the U.S.A." They weren't collecting money, they were just doing what they could and it literally brought tears to my eyes. I know they were there for hours because I had to go back that way much later and they were still there. You wouldn't believe the sound of horns going by...It didn't resolve the grief but it certainly helped."



Doris Fitzgerald gets ready to snuff out a raging blaze. HQ staff went through training on disaster relief and also received instruction on how to deal with a potential anthrax situation.

HOUSTON

The Houston Christmas party was held on Friday, December 14th. Members, retirees and guests enjoyed a great fajita lunch. Many old relationships were renewed, and a good time was had by all. Toys were collected for distribution through a local parish, and door prizes were raffled in support of some good causes... Scott Liebling attended the National AFL-CIO convention held in Las Vegas as a delegate...Congratulations to AMC's Prentiss Vallender Lay on the birth of her daughter Caroline. Houston member Jack Jansen and wife Elizabeth are expecting a birth any day, and we wish them well also... Robert Barron and Erin Bertram have been attending a series of seminars on D.O.T. drug testing policies and regulations sponsored by the University of Houston, and have obtained considerable knowledge that will be of

benefit to the membership...It is with deep regret that we note the passing of retiree Ed Minyard. Ed shipped through Houston for most of his career, retiring after a long career with Keystone Shipping Co...Thanks to technology guru Jeff Merrifield, the Houston hall's computers are now networked, making life considerably easier and more efficient. Jeff, along with Controller Eric Pittman, recently visited Houston and while there were treated to a Houston Astros game, where they got to see Barry Bonds hit his 70th home run. They also got to feast on the best Tex-Mex and barbecue in Texas-and therefore the world...The satellite TV is a popular item in the hall. Our thanks to Headquarters for making it possible....We wish all our brothers and sisters the best in the coming year.



Martin Tetu and Jeff Cole. Immediately recognizing the universal distress sign for choking recently at the Calhoon School cafeteria, Brother Tetu used the Heimlich maneuver, which he learned at the School, to remove an obstruction from Brother Cole. CPR is part of STCW basic training at the MEBA's training school and is also offered on a voluntary basis for members.

NEW ORLEANS

The New Orleans area now has two LMSRs the USNS SHUGHART and USNS YANO berthed in Violet, LA. Many contract issues and grievances are still being addressed to the company, Patriot Contract Services, to resolve these many engineers' issues. Hopefully all of our contracted companies realize that proper treatment of employees as provided by our agreements will go a long way toward operational success and continuity of employees. This program has suffered a large turnover primarily due to the failure of the company to address the

many concerns with the MEBA regarding this contract. Government Vessel Operations training, an MSC physical, and a resume (for C/E and 1/E) are MSC mandated requirements. When taking your annual MEBA physical you can request to have the MSC physical at the same time. For questions regarding this LMSR program call the New Orleans hall. The next new construction from Avondale, the *USNS BRITTIN*, will be crewing soon...A retirement party was held at the New Orleans Hall for long-time Union hall custodian Walter Whitmore. He served the Union for over 30 years in this position. A large turnout of members, retirees and family were on hand to personally thank Walter for his dedicated service. A clock was presented to him with a commemoration...The New Orleans USCG Regional Exam Center is being inundated with applications for STCW-95's. With the many offshore service workers in this area, the workload has been overwhelming. If you are still in need of this document, schedule an appointment as soon as possible. Possibly consider using another center...The free STCW training for otherwise ineligible training plan participants is still available for those living in the Gulf States. An effort to extend the training for a longer period is currently being sought from the Department of Labor and other sources. For more information call 1-877-935-STCW or the New Orleans Hall. The local retirees that have utilized this source of training have given great reports...The International WorkBoat Show was held from November 28-30 at the New Orleans Morial Convention Center. The Calhoon MEBA Engineering School was represented by Director Henry Phillips and Asst. Director Lee Kincaid. An International Rally for the Right to Organize was held outside the convention center by the Offshore Mariners United; MEBA contributes extensively to this effort. The MEBA attended the Job Fair held on Friday. Our thanks go out to the local members and retirees that assisted with the show, especially Ken Ader, Joseph George, John Hasson, Charlie Pryor (retired) and John Schooff...The National D-Day Museum in New Orleans held a celebration in honor of the grand opening of the Pacific Exhibit from December 6-9. In conjunction with this event, the Maritime Administration celebrated the twenty-fifth anniversary of the Ready Reserve Fleet. The MEBA manned *MV CAPE KENNEDY* represented the U.S. Merchant Marine during this historic event and was berthed nearby at the Erato Street Wharf. This was a wonderful opportunity to

showcase the importance of the U.S. Merchant Marine to the many visiting officials, dignitaries and general public; our MEBA members represented us proudly during this event. Many of the local members and retirees attended the parade and the many festivities during this period of celebration...The New Orleans Holiday Party held on December 12 was an overwhelming success. The food keeps getting better as the local New Orleans cuisine was well represented for the many members, retirees, applicants, family and friends that attended. Children received gifts and door prizes were awarded. A holiday collection was taken for the "John Jay Corcoran Memorial Fund". Ron Davis and his New Orleans Staff wish everyone a safe and prosperous New Year...Mark your calendars and make your reservations soon: The Super Bowl will be held at the New Orleans Superdome on February 3, 2002. The good times will continue through Mardi Gras which will be on Tuesday February 12.

NORFOLK

BIG HORN at Navy Base Norfolk-C/E Ed Shanley. *KANAWHA* in Mediterranean-C/E Dave Perkins. *LENTHALL* in Mediterranean-C/E Doug Puritis. *MT. BAKER* in Earle, NJ-C/E Charles Robertson. *PATUXENT* doing fleet training in Atlantic-C/E Kip Johnson. *MOHAWK* at Navy Base Little Creek-C/E Joe Muchulsky. *SATURN* in Mediterranean-C/E Pete Schuffels. *SPICA* at Navy Base Norfolk-C/E Bob McManus. *SUPPLY* in Philadelphia Ship Yard-C/E Jeff Bartlett. *KAISER* on station Diego Garcia-C/E Cliff Bard. *LARAMIE* at Navy Base Norfolk-C/E Austin Kone. *SIRIUS* in Mediterranean-C/E Steve Burdi. *WATERS* in Shipyard Charleston-C/E Ben Rowan. *HAYES* in ROS Florida-C/E Steve Miller. *ZEUS* on ops in Atlantic-C/E Mark Marriner. *GORDON* to Boston Shipyard on Dec. 10th for about 60 days-C/E Matt McKeon. *GILLILAND* in ROS-C/E Joe St. Denis. *MENDONCA* completed Operation Bright Star and to go to ROS-C/E Ron Binetti. *PILILAAU* in ROS -C/E Neil Reilly. *CAPE RISE* in ROS-C/E Hugh Yarbrough. *CAPE RAY* in ROS-C/E Don Hutton. *CAPE RACE* in ROS-C/E Dan McWiggins.

PLANS DEPT.

Check out the website of the Plans Dept. You can gain access to valuable information by visiting it at <http://www.mebaplans.org>...Plans employee Allison Gale recently sent in a

poem to the *Marine Officer* brooding over telling a child he may have to fight when he was brought up in a world he was told to love. Here's an excerpt: "So now, how do I teach him that sometimes things change/How do we teach this son I have raised to love/That patriotism and love of country sends us to battle sometimes/How do we teach this son we have raised to love/That he must learn to fight and serve in a brutal situation/That he has never faced even on the school playground/That he should feel proud to serve his country even if he is afraid/Does it help that in his fear he is not alone/Because I am afraid too/Should I feel guilt that I have not raised him ready/to physically defend his own freedom that most have taken for granted/until now/Should I feel good that I Raised Him to Love?"

SEATTLE

The MEBA was represented at the 75th International Propeller Club annual luncheon, which culminated a week of meetings between numerous U.S. ports, and ports as far away as Paris, France. Governor Knowles of Alaska was the keynote speaker, addressing the proposed opening of ANWR for oil and natural gas production. Several MEBA members and their wives, along with Patrolman Mike Jewell attended. Both Branch Agent John McCurdy and Patrolman Jewell attended various events both in the state of Washington, as well as other areas of the country, representing the MEBA. Members and their families attended the annual Christmas Party, where raffles were conducted, and donations taken to benefit the Puget Sound food banks. Many a cup of cheer was lifted, and sea stories exchanged, and well wishes for the upcoming year. The party celebrated another outstanding year for the Seattle Hall. Thanks to all the members who volunteered to attend labor-related events and social activities, make PAF contributions, donate generously to families who have lost loved ones, and generally make the Seattle Hall a great place to be.



A Coast Guard helicopter gets ready to touch down on the Manor House lawn at the Calhoon MEBA Engineering School.

Notice of Nomination & Election of

Take notice that pursuant to the Constitution of the National Marine Engineers' Beneficial Association (NMEBA) an election of National Officers and National Executive Committee Members and Alternate Members of the NMEBA will be held at the National MEBA Convention which begins on March 18, 2002. The National Officers to be elected at the Convention shall be the National President and the National Secretary-Treasurer, each of whom shall also be members of the National Executive Committee. In addition, two (2) members of the National Executive Committee shall be elected at the Convention as specified in Article Seven, Section 1 of the National MEBA Constitution.

To be timely, nominations must be received at National Headquarters during the month of February 2002. Nominations received after February 28, 2002 will not be considered valid nominations. Nominations must contain the information specified in Article Five, Section 4(b) of the National MEBA Constitution, which is reprinted for reference herein.

Any member in good standing may submit their name or the name of another member in good standing for nomination to any of the National Officer or National Executive Committee member or alternate positions by delivery in person or by sending by registered or certified mail a nomination letter to:

National President
National MEBA
444 North Capitol Street, N.W.,
Suite 800
Washington D.C. 20001

No member can accept nomination to or be a candidate for more than one office.

To be eligible for nomination to National Office or the National Executive Committee, a candidate must have been a member in good standing of the National Association for one (1) year immediately preceding the date of the close of nominations, February 28, 2002. The nomination letter must be dated and contain the following information:

The full name of the candidate and, if they wish, any special name by which they desire to be known;

The candidate's home address and mailing address;

The number of the candidate's last dues receipt and name of the Branch or



District Headquarters where he last paid his dues;

The title of the position for which they are seeking as a candidate;

Other unlicensed unions to which the candidate belonged and approximate date of joining same;

Date of joining MEBA and the Subordinate Associations or other affiliated body in which they have been a member; and

Annexing a certificate in the form below, signed and dated by the proposed nominee.

The election will be by plurality vote of delegates at the National MEBA Convention in accordance with Article Five of the National MEBA Constitution.

Set forth herein are pertinent provisions of the National MEBA Constitution governing the conduct of this election.

ARTICLE FIVE

Nomination and Election of National Officers

Section 1. The National Officers other than the National Vice Presidents shall be elected every three years commencing with the election in 2002. The election shall be conducted at the National Convention.

Section 2. (a) The National Officers, other than the National Vice Presidents, shall be elected by plurality vote of the delegates at the National Convention.

(b) In the event the District President of any District is also a National Officer, the District Executive Committee of such District shall designate the individual who shall serve as a member of the National Executive Committee.

Section 3. (a) Any member shall be eligible for nomination to and election as a National Officer provided he is (1) at the time of nomination and election a member in good standing; and (2) he has been a member of the National Association for one (1) year immediately preceding the date of the closing of nominations.

(b) No member can accept nomination to or be a candidate for more than one office in any National election.

(c) No member shall be eligible for nomination to or to serve in a paid elective office when receiving a pension under any MEBA Pension Plan or the pension plan of any other affiliated organization.

Section 4. (a) Any member may submit his name for nomination for any National office by delivering in person or sending by registered or certified mail a letter addressed to the National President at the

NMEBA Officers & Executive Committee

address of the National Headquarters of the National Association. Such letter shall be received at National Headquarters during the month of February preceding the Convention. Letters not received during this time will not be considered as valid nominations.

(b) The letter shall be dated and contain the following information:

(1) The full name of the candidate and, if he wishes, any special name by which he desires to be known;

(2) His home address and mailing address;

(3) The number of his last dues receipt and the name of the Branch or District Headquarters where he last paid his dues;

(4) The title of the National Office for which he is a candidate;

(5) Unlicensed union or unions to which nominee belonged and approximate date of joining same;

(6) Date of joining the MEBA and the Subordinate Associations or other affiliated body in which he has been a member; and

(7) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor for the five (5) years last past, have I been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

Signature of Proposed Nominee."

(c) Printed forms of the certificate shall be made available to the nominees. Where a nominee cannot truthfully execute such a certificate, but in fact is legally eligible for an office by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

(d) Notice of the opportunity for nominations shall be given to members by

January 1, prior to the Convention, which notice may be given through the mailing of the official National and/or District publication to the members.

(e) The meaning and practice under the foregoing provision has been and shall continue to be that any member has the right to nominate either himself or any other member provided that where a member has been nominated by another member, the nominee must, within the time specified above, submit his letter of acceptance in the same form and containing the same information as requested in the case where a member has nominated himself.

Section 5. The National President, or his designee, shall determine whether the member or members have submitted their nominations in due form and whether they possess the necessary qualifications. When a nominee has been disqualified, he shall be notified immediately by telegram at the address listed by him in his letter of nomination. He shall also be sent a letter containing the reasons for such disqualification by certified or registered mail to the same mailing address. A disqualified nominee shall have the right to take an appeal to the National Executive Committee from such disqualification. Such appeal must be in writing and must be received at National Headquarters not later than ten (10) days after the date of mailing of the notice of disqualification. The National Executive Committee shall hear the appeal at its meeting immediately preceding the National Convention and make a determination on the eligibility of the nominee. The decision of the National Executive Committee shall be given as quickly as possible and such decision shall be final.

Section 6. The election of National Officers shall be conducted at the Convention. The voting need not be conducted by secret ballot. No election shall be necessary where there is only one candidate for an office and such candidate shall be declared elected. The National President shall determine the procedure for voting and the day of the Convention when such voting shall be conducted.

Section 7. Delegates to the National Convention shall be elected by each District by secret ballot or otherwise in accordance with all provisions of applicable law.

Section 8. Any challenge to the conduct of the election (other than an appeal by a disqualified nominee for candidacy to office), must be received by the National

Executive Committee at National Headquarters within thirty (30) days from the date of the closing of the Convention. Such appeal must be in writing, setting forth the specific conduct challenged, and signed by the complaining member or members. The National Executive Committee shall hold a hearing on the challenge and shall make a final decision on the challenge within thirty (30) days after the conclusion of the hearing.

Section 9. The elected officers of the National Association shall be installed in their respective offices immediately following their election by any member of the National Executive Committee prior to the conclusion of the National Convention. They shall assume the duties of their offices immediately thereafter. Incumbent officers shall continue to hold office until the successors are elected, qualified and installed.

ARTICLE SEVEN

National Executive Committee

Section 1. Election of National Executive Committee. Every three years, commencing with the election in 2002, the National Convention delegates shall, by majority vote, elect two (2) National Executive Committee members from District No. 1-PCD. The eligibility requirements and nomination procedures for said election shall be as the same as provided herein above for National Officers. Together with the National Officers, the two (2) persons so elected shall comprise the five (5) person National Executive Committee.

I hereby certify that I am not now, nor for the five (5) years last past, have I been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

Dated _____

Signature of
Member _____

Finished With Engines



*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.*

ALBERT BRINDLEY

Albert Brindley sailed toward safe haven on September 24, 2001 at the age of 73. He was a member of the Brotherhood of Marine Officers (BMO) and collected over 27 years of pension credit. Brother Brindley last sailed in 1980 for Hawaiian Eugenia Corp. #1. He was a resident of Toms River, NJ and joins his wife Helen in death.

CHARLES C. CLAY

Charles Clay made his final voyage on June 1, 2000 at the age of 76. A member since 1951, he amassed over 35 years of pension credit until his retirement in 1992. Brother Clay last sailed for Overseas Bulk Tank in 1991. He was a resident of Houston, TX and is survived, by among others, his son Christopher and two daughters, Cynthia Stevens and Catherine Wagner.

SALVATORE CURATO

Salvatore Curato steamed into the sunset on May 15, 2001 at the age of 83. Brother Curato sailed aboard many vessels and performed various night relief jobs while accruing 20 years of pension credit before retiring in 1966. A native of Brooklyn, NY he relocated from Richfield, NJ to Beverly Hills, FL in 1991. He is survived by his brother Thomas Curato of Brooklyn.

EARL A. FRANK

Earl Frank set sail for uncharted waters on October 10, 2001 at the age of 81. A long-time member who collected 25 years of pension credit, Brother Frank last served as a port engineer for States Steamship Co. in 1972 before retiring the following

year. He was a resident of Napa, CA and is survived by his wife Beatrice.

ALEXANDER D. GILMORE

Alexander Gilmore reached his final shore on August 7, 2001 at the age of 79. He received membership in 1948 and sailed off and on for almost 40 years collecting 28 years of pension credit. Brother Gilmore was a resident of Ocean Springs, MS.

CORNELIUS G. GRIMES

Cornelius Grimes pushed off toward his final frontier on August 23, 2001 at the age 86. An extremely active member since January 1945, Brother Grimes assembled over 33 years of pension credit before retiring in 1980. He last sailed for American President Lines in the year of his retirement. A resident of Redmond, WA, he is survived by his wife Louise.

KIRBY HARRISON

The keys went silent for Kirby Harrison on August 19, 2001 at the age of 59. A member of District 3 – Radio Officers Union (ROU), he became a member in 1970 and stockpiled over 23 years of pension credit on his way to a 1999 retirement. He last sailed for Waterman Steamship. Brother Harrison was a resident of Myrtle Point, OR and is survived by his wife Melanie and children Skylar and Nicholas.

GEORGE F. HEUSTON

George Heuston cast off toward his final adventure on Sept. 16, 2001 at the age of 95. A pensioner for over 25 years, Brother Heuston last sailed for United States Lines in 1973. He had been a resident of Garrison, NY since 1947. He was trained as a fine artist, having studied anatomy at the College of Physicians and Surgeons Columbia University, drawing with George Bridgman at the Art Students League and painting at the National Academy of Design. While serving as a merchant seaman during the Second World War, his ship was torpedoed by a German submarine. During the seven-day period he floated around the Atlantic, in a lifeboat, he painted what are believed to be the only watercolor paintings by an artist whose ship was just sunk. He was a teacher as well as a prolific watercolor painter

who had numerous art shows from 1939 to the present and leaves us with a large catalogue of paintings that record his world wide travels and document World War II. He joins wife Gwendolyn in death and is survived by his son, Paul Truesdell Heuston who resides at the family residence in Garrison.

ALBERT V. IRWIN

Albert Irwin slipped beneath the waves on July 25, 2001 at the ripe old age of 97. He had retired from the MEBA in 1963 after a sea career that netted him 20 years of pension credit. Brother Irwin was a resident of Walnut Creek, CA and is survived by a niece Lee Ann Fields.

BRUCE L. ISAACSON

Bruce Isaacson crossed the great divide on August 18, 2001 at the age of 78. A member since 1944, Brother Isaacson sailed with MEBA off and on until his retirement in 1981 after assembling over 28 years of pension credit. He last plied the seas with American President Lines the year of his retirement. He was a resident of Sonoma, CA and is survived by his daughter Karen Bizal.

EARL C. KIRCHER

Earl Kircher made his final crossing on September 13, 2001 at the age of 85. He had been a pensioner since 1975, the year of his retirement. Brother Kircher was a resident of Humble, TX and is survived by his granddaughter Donna White.

THOMAS M. KIRWIN, JR.

The keys went silent for Thomas Kirwin on August 23, 2001 at the age of 75. A member of District 3 – the Radio Officers Union (ROU), he amassed 24 years of pension credit on his way to a retirement that began in 1973. A resident of New Orleans, LA., Brother Kirwin is survived by his wife Eunice.

HENRY B. KRUSHIN

Henry Krushin made sail for the undiscovered country on October 1, 2001 at the age of 79. A longtime member, he joined the Union in 1943 and was a very active member who accumulated almost 35 years of pen-

sion credit before retiring in 1986. He last sailed for Adonic Shipping the year of his retirement. Brother Krushin was a resident of Pittsburgh, PA and is survived by his wife Frances.

JOHN L. KWASNIK

John Kwasnik crossed the final bar on August 21, 2001 at the age of 73. He made membership in 1952 and secured over 30 years of pension credit along the way to his retirement in 1983. He last sailed with Sea-Land in 1982. Brother Kwasnik resided in Ravenswood, West Virginia and is survived by his wife Peggy and daughter Pamela.

RAYMOND C. LECUIVRE

Raymond Lecuire journeyed to the great beyond on July 28, 2001 at the age of 88. He had been retired since 1978 after collecting 22 years of pension credit. Brother Lecuire last sailed in 1977 for Farrell Lines. He was a resident of Newington, CT and is survived by his wife Bernice.

VICTOR MOCZKOWSKI

Victor Moczowski set sail for uncharted waters on August 29, 2001 at the age of 86. He had been retired from the Union for 37 years after picking up 20 years of pension credit in a colorful career at sea. Brother Moczowski was a resident of Mesa, AZ.

JOSEPH PIKE

The keys went silent for Joseph Pike on September 16, 2001 at the age of 90. A member of District 3 – the Radio Officers' Union (ROU), he accumulated 25 years of pension credit along the way before his retirement in mid-1966. A resident of Delray Beach, FL, Brother Pike is survived by his wife Mary.

ROBERT T. PURSELL

Robert Pursell sailed to the end of the line on September 19, 2001 at the age of 93. A longtime member, he strung together 25 years of pension credit before retiring from the Union in 1968. A resident of Hattiesburg, MS, Brother Pursell is survived by stepchildren Lois and Barry Sharpe.

ALLAN A. RYNBERG

Allan Rynberg reached his final shore on February 13, 2001 at the age of 82. He received membership into the Union in 1944, served his country during the war years, and continued his life at sea until retiring from the MEBA in 1984. Brother Rynberg last sailed for MEBA with Sea-Land in 1983. He was a past President of the Golden Gate Chapter of the American Merchant Marine Veterans (AMMV), as well as a President of the AMMV's East Bay Chapter. He also served as Chief Engineer aboard the Museum Ship RED OAK VICTORY and was a member of COMTRA (Civilian Officers Military Transport Retiree Association). Brother Rynberg was a resident of Alameda, CA and is survived by his wife Carolina.

MILLEDGE STRICKLAND

Milledge Strickland steamed toward his final destination on September 11, 2001 at the age of 73 in Renton, WA.

He had become a member of D-1 in 1963 and pursued an active career at sea, collecting 27 years of pension credit in the process, before retiring in 1991. He last sailed with American President Lines in 1990. He was an Army veteran of the Korean War. Brother Strickland was the owner of Red Neck Ostrich Farm near Blackshear, GA where he resided. He was sponsor of a Red Neck Little League Baseball Team and a life-long member of the National Rifle Association. He is survived by his wife Eulalia.

ALLEN STUMES

Allen Stumes sailed toward distant lands on October 4, 2001 at the age of 85. He enjoyed 23 years of retirement after a long career with the Union that culminated in a 1978 retirement. He last sailed with States Steamship Company in his final year with MEBA. Brother Stumes was a resident of Brisbane, CA and is survived by his nephew Larry.

MEETING SCHEDULE

Port	January	February	March
Baltimore	Tues. 8	Tues. 5	Tues. 5
Boston	Mon. 7	Mon. 4	Mon. 4
Calhoun School	Wed. 9	Wed. 6	Wed. 6
Charleston	Fri. 11	Fri. 8	Fri. 8
Honolulu	Fri. 11	Fri. 8	Fri. 8
Houston	Tues. 8	Tues. 5	Tues. 5
Jacksonville	Wed. 9	Wed. 6	Wed. 6
Los Angeles	Thurs. 10	Thurs. 7	Thurs. 7
New Orleans	Wed. 9	Wed. 6	Wed. 6
New York	Thurs. 10	Thurs. 7	Thurs. 7
Norfolk	Thurs. 10	Thurs. 7	Thurs. 7
Portland	Wed. 9	Wed. 6	Wed. 6
San Francisco	Tues. 8	Tues. 5	Tues. 5
Seattle	Mon. 7	Mon. 4	Mon. 4
Tampa	Thurs. 10	Thurs. 7	Thurs. 7

SHIPPING REPORTS

July 2001		SHIPPING LIST REGISTRATION	DISPATCHED FROM SHIPPING LIST	CLEARED TO RETURN TO SHIP	PORT RELIEF REGISTERED	PORT RELIEF DISPATCHED
PORT	GROUP	ENGINE DECK	ENGINE DECK	ENGINE DECK	ENGINE DECK	ENGINE DECK
BALTIMORE	GROUP 1	31 3	5 0	16 0	2 0	4 0
	GROUP 2	0 1	0 0	0 0	0 0	0 0
	GROUP 3	3 0	2 0	0 0	0 0	0 0
BOSTON	GROUP 1	72 16	5 0	18 0	2 0	0 0
	GROUP 2	40 2	4 0	2 0	5 0	1 0
	GROUP 3	32 1	5 0	0 0	1 0	2 0
CHARLESTON	GROUP 1	16 0	7 0	1 0	4 0	6 0
	GROUP 2	3 2	2 0	0 0	3 1	14 2
	GROUP 3	0 0	0 2	0 0	2 0	6 0
HONOLULU	GROUP 1	6 0	2 0	0 0	2 0	20 0
	GROUP 2	4 0	1 0	0 0	4 0	25 0
	GROUP 3	1 0	0 0	0 0	1 0	12 0
HOUSTON	GROUP 1	18 2	7 1	8 1	7 0	30 0
	GROUP 2	12 0	3 0	0 0	3 0	8 0
	GROUP 3	5 0	5 0	0 1	2 0	23 0
JACKSONVILLE	GROUP 1	29 0	10 0	4 0	4 0	20 0
	GROUP 2	2 0	2 0	0 0	3 0	7 0
	GROUP 3	3 0	1 0	0 0	1 0	0 0
LOS ANGELES	GROUP 1	56 3	21 0	7 0	8 0	67 0
	GROUP 2	14 0	2 0	0 0	1 0	7 0
	GROUP 3	7 0	2 1	0 0	4 0	19 0
NEW ORLEANS	GROUP 1	26 6	3 0	7 2	3 0	10 0
	GROUP 2	4 1	2 0	1 0	3 1	13 0
	GROUP 3	3 1	3 0	0 0	1 1	2 1
NEW YORK	GROUP 1	44 7	9 1	20 2	5 1	28 0
	GROUP 2	23 0	3 0	4 0	15 0	13 0
	GROUP 3	22 0	3 0	9 0	13 0	2 0
NORFOLK	GROUP 1	11 0	6 0	6 0	1 0	10 0
	GROUP 2	2 0	2 0	0 0	2 0	2 0
	GROUP 3	8 0	0 0	1 0	2 0	4 0
PORTLAND	GROUP 1	12 0	1 0	3 0	0 0	0 0
	GROUP 2	2 0	0 0	0 0	0 0	0 0
	GROUP 3	1 0	0 0	0 0	0 0	0 0
SAN FRANCISCO	GROUP 1	67 5	24 0	19 0	12 0	55 0
	GROUP 2	17 4	8 0	1 0	7 0	10 0
	GROUP 3	18 1	7 1	0 0	3 0	19 0
SEATTLE	GROUP 1	64 5	22 1	3 0	19 0	28 0
	GROUP 2	9 1	5 0	3 0	4 0	19 0
	GROUP 3	13 0	5 0	1 0	7 0	10 0
TAMPA	GROUP 1	9 5	5 1	5 0	2 0	3 0
	GROUP 2	1 0	2 0	0 0	1 0	0 0
	GROUP 3	4 0	1 0	0 0	2 0	1 0

Note: Job figures are for the calendar month. Registration figures are compiled on the last business day of the month.

*0 Ferries**0 Ferries***0 Ferries****0 MC0

SHIPPING REPORTS

August 2001		SHIPPING LIST REGISTRATION	DISPATCHED FROM SHIPPING LIST	CLEARED TO RETURN TO SHIP	PORT RELIEF REGISTERED	PORT RELIEF DISPATCHED
PORT	GROUP	ENGINE DECK	ENGINE DECK	ENGINE DECK	ENGINE DECK	ENGINE DECK
BALTIMORE	GROUP 1	28 2	4 0	14 1	2 0	11 0
	GROUP 2	2 1	0 0	0 0	1 0	2 0
	GROUP 3	1 0	0 0	0 0	0 0	0 0
BOSTON	GROUP 1	62 16	4 1	21 0	4 0	3 0
	GROUP 2	38 1	7 1	3 0	2 0	2 0
	GROUP 3	29 1	4 0	0 0	1 0	1 0
CHARLESTON	GROUP 1	13 0	0 0	0 0	5 0	20 0
	GROUP 2	3 2	0 0	0 0	2 1	20 4
	GROUP 3	0 0	0 0	0 0	0 0	5 0
HONOLULU	GROUP 1	7 0	4 0	1 0	3 0	41 0
	GROUP 2	4 0	1 0	0 0	4 0	30 0
	GROUP 3	1 0	1 0	0 0	1 0	6 0
HOUSTON	GROUP 1	20 2	9 1	8 2	1 0	27 0
	GROUP 2	14 0	3 0	0 0	2 0	13 0
	GROUP 3	4 0	4 0	0 1	0 0	36 0
JACKSONVILLE	GROUP 1	26 0	5 0	4 0	5 0	14 0
	GROUP 2	5 0	0 0	0 0	6 0	15 0
	GROUP 3	3 0	0 0	0 0	0 0	6 0
LOS ANGELES	GROUP 1	58 2	31 1	14 0	10 0	73 0
	GROUP 2	12 0	5 0	0 0	2 0	20 0
	GROUP 3	9 0	1 0	1 0	5 0	18 0
NEW ORLEANS	GROUP 1	27 4	7 3	8 2	2 0	13 0
	GROUP 2	6 1	1 0	3 0	2 1	15 2
	GROUP 3	2 1	2 0	0 0	0 1	0 0
NEW YORK	GROUP 1	40 6	12 3	18 4	8 1	17 1
	GROUP 2	25 1	3 0	7 0	9 0	18 0
	GROUP 3	20 0	4 0	4 0	14 0	2 0
NORFOLK	GROUP 1	10 1	2 0	0 0	6 0	14 0
	GROUP 2	1 0	2 0	0 0	1 0	0 0
	GROUP 3	5 0	1 0	0 0	1 0	3 0
PORTLAND	GROUP 1	15 0	0 1	6 0	0 0	0 0
	GROUP 2	2 0	1 0	0 0	0 0	0 0
	GROUP 3	1 0	0 0	0 0	0 0	0 0
SAN FRANCISCO	GROUP 1	64 5	23 0	20 0	15 0	42 0
	GROUP 2	21 4	7 0	0 0	21 4	11 0
	GROUP 3	20 0	5 1	0 0	0 0	6 0
SEATTLE	GROUP 1	65 3	17 0	14 0	16 0	33 0
	GROUP 2	18 0	5 1	0 0	4 0	19 0
	GROUP 3	13 0	6 0	0 0	6 0	7 0
TAMPA	GROUP 1	12 4	1 1	4 0	1 0	1 0
	GROUP 2	3 1	0 0	0 0	0 0	0 0
	GROUP 3	7 0	1 0	0 0	0 0	4 0

Note: Job figures are for the calendar month. Registration figures are compiled on the last business day of the month.

*0 Ferries**0 Ferries***0 Ferries****0 MC0

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504-522-5151

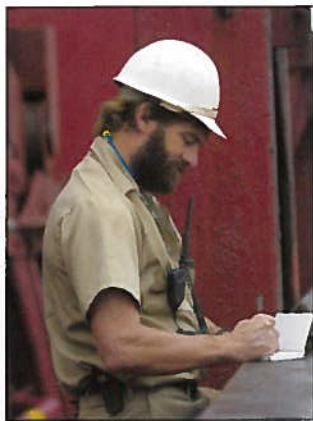
San Francisco

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415-974-6810

FACES AROUND THE FLEET



Vernon Cromuel at the Norfolk hall which set him up with a job aboard the LMSR USNS GORDON.



Al Valley taking a few notes aboard the GREEN LAKE after the ship had pulled into Pusan.



In the engine room of the M/V LYKES DISCOVERER are (l-r) K.P. cadet Nickolas Tinn, 2nd A/E Eric Magbiro, 1st A/E Randy Summer and 3rd A/E Frank Berner.



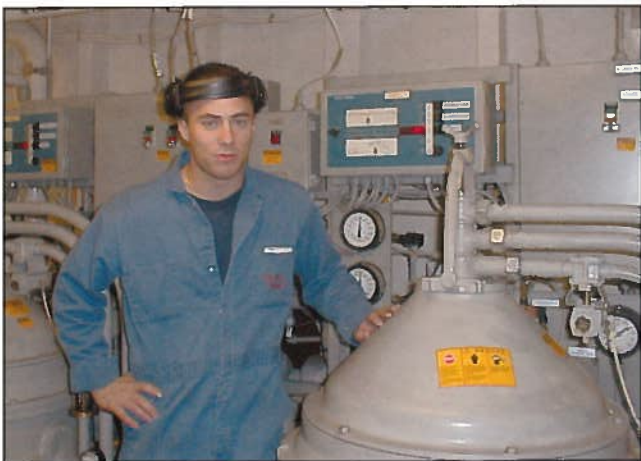
C/E (relief) Jim Mathews aboard the CAPE RISE.



Chief Mate Mark Bolster staying busy aboard the CAPE AVINOF. The ship is berthed in Baltimore, MD.



A small memorial hung up at the Norfolk hall in memory of Jay Corcoran.

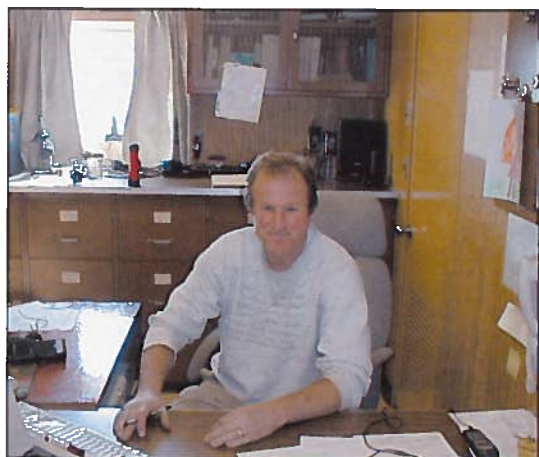


3rd A/E Doug Frongillo in the purifier room of the USNS PILILAAU.



Aboard the S.S. PFC. EUGENE OBREGON (l-r) are 2nd A/E Dana Sweet, 1st A/E Dan Plourde and 3rd A/E Jeff Burford.

FACES AROUND THE FLEET



Chief Engineer William McKenzie aboard the S.S. PFC. EUGENE OBREGON.

Mark Zalensky, Hugh Bagby and Mark Gallagher by the CAPE AVINOF in Baltimore. A huge industry gathering celebrated the 25th Anniversary of Ready Reserve Force vessels on Oct. 18.



Aboard the APL SINGAPORE are 1st A/E Mark Lulley and Chief Engineer Ron Gerde (back) in the ship's control room getting ready to maneuver out.



Chief Engineer Bill Smith on the Matson ship KAUIA at the control flat for the steam boilers.



Port Relief Officer (Day Engineer) Steve Vranish on the APL THAILAND standing between 2 diesel cylinders. On the right is one of the ship's 3 turbo chargers.



On the APL THAILAND are 2nd A/E Henry Faulhaber (glasses) and P.R.O. Bill Moreno. The two are in the process of removing a cylinder and rebuilding the generator.



Hugh Yarbrough is going back to his ship. Norfolk Rep. Tom Lilley, at left, marvels.



Brian Collins, 1st A/E on the CSX KODIAK, working the crane after removing liner and piston.