

Marine Engineers' Beneficial Association

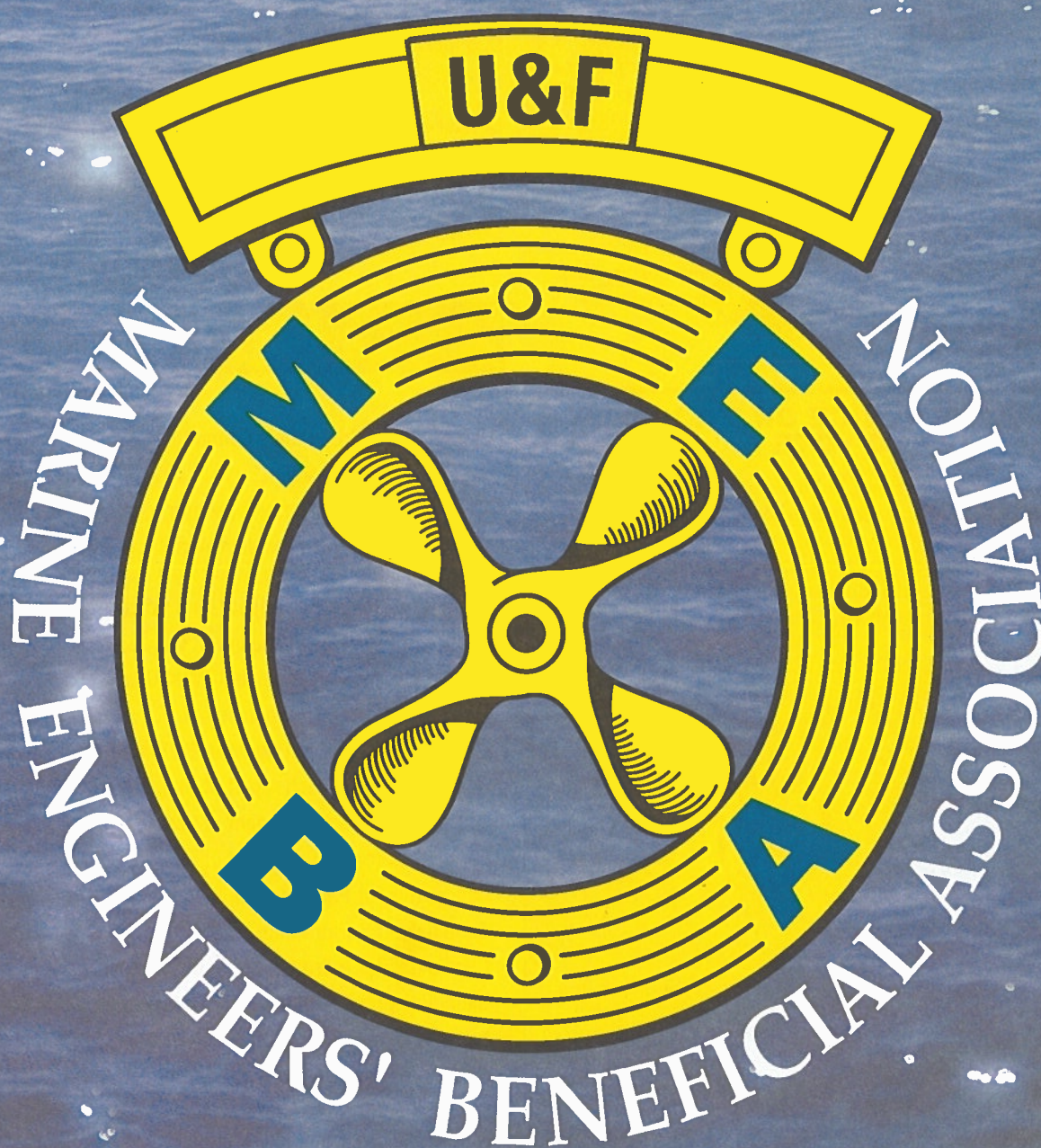
Marine *Officer*

Special Election Issue

Volume 11 Number 4

The 2001 MEBA Elections:

The Candidates Speak



FOUNDED 1875

DECISION 2001: ELECTION ODYSSEY UNFOLDS

The MEBA's election period officially lights off on September 1 when ballots are mailed to the membership. Members have three months to select their choice of candidates who they feel will most ably represent and serve the Union. A total of 66 members have qualified to challenge for 15 elected Union offices plus 11 delegate positions to the National MEBA Convention. MEBA's 2001 election odyssey will culminate after midnight December 31, 2001 when the officials, elected by the membership, take over their respective offices and jobs.

A Credentials Committee, elected by members at the regular July Union hall meetings, qualified the candidacy of each nominee. These candidates were extended the opportunity to present their campaign statements, of up to 400 words, along with their photos to further enlighten the membership about the viability of their candidacy. This special election issue affords the candidates a forum to promote their qualifications for elected office by detailing their experience and background. Providing material for this issue was not a prerequisite for nomination.

The candidates' remarks are arranged alphabetically by office in the order they will appear on the ballot. The statements have not been altered in any way other than to correct obvious spelling and spacing errors. The complete report produced by the Credentials Committee appears on the following page.

IMPORTANT NOTICE ON ELIGIBILITY TO VOTE

According to the Constitution and By-Laws of the MEBA, no member's ballot shall be counted unless he or she is a member in good standing as of 15 days immediately preceding the closing of the balloting period. Article Ten, Section 3 of the District No. 1 MEBA By-Laws stipulates that dues must be paid through December 31, 2001 by November 15, 2001.

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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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SIGNIFICANT ELECTION DATES PER DISTRICT NO. 1 BY-LAWS

September 1, 2001	• Ballots mailed to the membership.
Week of November 26, 2001	• Tallying Committee elected at special Union hall meetings.
November 30, 2001	• Closing date for ballots to be returned to depository.
December 3, 2001	• Tallying Committee and Impartial Arbitrator collect ballots and count votes.
December 4, 2001	• Tallying Committee and Impartial Arbitrator file their report within 24 hours after completion of the ballot count.
December 31, 2001	• Elected officials assume offices (at midnight) and jobs.

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2001 DISTRICT NO.1 - PCD REPORT OF THE CREDENTIALS COMMITTEE JULY 11, 2001

1. We the Credentials Committee, elected by the membership pursuant to Article 10, Section 2(a) of the District No.1-PCD MEBA (AFL-CIO) By-Laws, have examined the nominations for all District No.1 officers and jobs which were received at District No.1 Headquarters, 444 North Capitol Street, N.W., Suite 800, Washington D.C. 20001 during the nomination period.
2. All nominations, with the exception of those not addressed to the Credentials Committee, were received sealed and unopened by the Credentials Committee.
3. All nominations were submitted to the Credentials Committee in accordance with Article 10, Section 1(b) of the District No.1-PCD MEBA (AFL-CIO) By-Laws, except for John K. Nichols.
4. The Credentials Committee accepted all timely nominations regardless of the method of delivery.
5. All nomination letters of all nominees were received in a timely manner at Headquarters as required by Article 10, Section 1(e) of the District No.1-PCD MEBA (AFL-CIO) By-Laws.
6. The dues status of all nominees were found to be current in their dues through September 30, 2001, in accordance with Article 9, Section 3 and Article 20, Section 8 of the District No.1-PCD MEBA (AFL-CIO) By-Laws.
7. The membership status of all nominees was checked and all were determined to have been a "member of the District for one (1) year immediately preceding the date of the closing of the nominations" as required by Article 10, Section 8(a) of the National MEBA Constitution.
8. All disqualified nominees were notified of the reasons for their disqualification, and their right, if any, to appear before the Committee to appeal or appeal to the membership, by UPS Overnight, registered mail and Western Union, when available as required by Article 10, Section 2(c) of the District No.1-PCD MEBA (AFL-CIO) By-Laws.
9. Letters were sent to all nominees found to be qualified, to inform them of their qualification.
10. The Committee makes the following findings concerning all nominations received:

Nominations for the Office of the President of District No.1:

1.	Ron Davis	Qualified
2.	Larry O'Toole	Qualified
3.	Donnie J. Rikard	Qualified
4.	Alex Shandrowsky	Qualified

Nominations for the Office of Secretary-Treasurer of the District No.1:

5.	Dan Barrett	Qualified
6.	Harry Kirmon	Qualified
7.	Bob McFeeters	Qualified
8.	Cecil A. McIntyre	Qualified
9.	Alexander Schizas	Qualified
10.	John Schneider	Qualified

Nominations for the Position of Branch Agent of New York:

11.	Don Keefe	Qualified
12.	Paul Krupa	Qualified
13.	Bob Pearl	Qualified
14.	Bill Tracy	Qualified

Nominations for the Position of Branch Agent of New Orleans:

15.	Marc Huber	Qualified
16.	Joe Martucci	Qualified

Nominations for the Position of Branch Agent of San Francisco:

17.	Mark Austin	Qualified
18.	Louie Bud Jacque	Qualified
19.	Bill Ward	Qualified

Nominations for the Position of Branch Agent of Baltimore:

20.	Tom Leahy	Qualified
21.	Bill Van Loo	Qualified

Nominations for the Position of Branch Agent of Houston:

22.	"Wally" Hogle	Qualified
23.	Scott Liebling	Qualified
24.	Lou Marciello	Qualified

Nominations for the Position of Branch Agent of Los Angeles:

25.	Al Camelio	Qualified
26.	Eric N. Shine	Qualified

Nominations for the Position of Branch Agent of Seattle:

27.	John McCurdy	Qualified
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Nominations for the Position of Patrolman in the Port of New York:

28.	M. Garrett Harrington	Qualified
29.	Bill McHugh	Qualified

Nominations for the Position of Patrolman in the Port of New Orleans:

30.	M.I. "Moose" Mallini	Qualified
31.	Helen Smith	Qualified

Nominations for the Position of Patrolman in the Port of San Francisco:

32.	Jon N. Anderson	Qualified
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Nominations for the Position of Patrolman in the Port of Houston:

33.	Bob Barron	Qualified
34.	Donn Reamer	Qualified

Nominations for the Position of Patrolman in the Port of Los Angeles:

35.	Rufus A. Benton	Qualified
36.	Phillip T. Hellesto	Qualified
37.	Michael Nizetich	Qualified
38.	Maury Welsh	Qualified

Nominations for the Position of Patrolman in the Port of Seattle:

39.	Mike Jewell	Qualified
40.	Wil Johns	Qualified
41.	David Stride	Qualified

Nominations for Representatives to the National MEBA Convention:

42.	Pete Accetturo	Qualified
43.	Patrick D. Anderson	Qualified
44.	Duncan Ballenger	Qualified
45.	Bob Barron	Qualified
46.	Erin Neville Bertram	Qualified
47.	J.B. Christensen	Qualified
48.	Claudia G. Cimini	Qualified
49.	Ed Dudley	Qualified
50.	Pete Eberle	Qualified
51.	Charles T. Fitzpatrick	Qualified
52.	Mark S. Gallagher	Qualified
53.	John Haarmann	Qualified
54.	M. Garrett Harrington	Qualified
55.	Phillip T. Hellesto	Qualified
56.	Mike Jewell	Qualified
57.	Wil Johns	Qualified
58.	Rick King	Qualified
59.	Jim LaRiviere	Qualified
60.	Tom Linsky	Qualified
61.	M.I. "Moose" Mallini	Qualified
62.	Robert L. Martin	Qualified
63.	Joyce Hanson Matthews	Qualified
64.	Joseph P. McElhinney	Qualified
65.	A.J. McIntyre	Qualified
66.	William (Bill) Meredith	Qualified
67.	Mario Micomonaco	Qualified
68.	Alana Newman	Qualified
*69.	John K. Nichols	Disqualified
70.	Russell Rippetoe	Qualified
71.	John Schooff	Qualified
72.	William P. Sickles	Qualified
73.	Helen Smith	Qualified
74.	"Don" Weaver	Qualified

* Numbers correlating to candidates 70-74 will shift accordingly on the ballot because of the disqualification.

11. The Campaign statements submitted by the nominees were reviewed and limited according to the Election Notices, Paragraph one (1) page 29 Volume 11 Number 3 Marine Officer, May/June 2001.

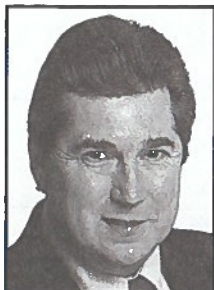
Respectfully submitted,

W. Bill Hasler
Arthur "Ozzie" Day
Mark H. Moser
Brian McArdle
Robert Bryant

W. Bill Hasler, Chairman
 Arthur "Ozzie" Day, Member
 Mark H. Moser, Member
 Brian McArdle, Alternate Member
 Robert Bryant, Alternate Member

CANDIDATES FOR THE OFFICE OF PRESIDENT OF DISTRICT NO. 1

RON DAVIS



I am a MEBA Engineering School graduate and Chief Engineer. I became a Union Official in 1991 to restore honesty to our Union. This is my sixth year as your Gulf Coast Vice President and

Trustee of the MEBA Benefit Plans. I have negotiated contracts, settled grievances, created new jobs, and run a union hall. I am asking for your support in my candidacy for President.

The position of MEBA President means being able to make good decisions. It is understanding the needs of our diverse membership. It is knowing the capabilities of Union Officials and using their strengths for the good of the Union. It is motivating Union Officials to go above and beyond the call of duty. It is using innovative ideas, instituting a plan, and following through on that plan. This is what I will do as your Union President. That is called leadership!

I am leading a group of Union Official candidates called the MEBATEAM that has more than 50 years of combined Union Official experience. We know our industry, we know our membership, and we know the politicians that affect both. When the MEBATEAM becomes the leaders of our Union we will provide the continuity that our Union needs.

Most importantly, we will work together to achieve the following goals:

- An Organizing Department for new MEBA jobs.
- A Contract Department with a head negotiator and grievance adjuster.
- A Research Department to support organizing and contract negotiations.
- A Government Affairs Department for MSC and MARAD to maintain constant contact with the Government Agencies.
- A Legislative Department to encourage new legislation and support existing laws such as the Jones Act and MSP.

We all know that MEBA has to expand to survive. I will accomplish this by organizing new MEBA jobs, both deep sea and shore side, while preserving existing jobs. I

intend to encourage legislation that will assist in moving MEBA forward and return MEBA to a solid force in Washington, D.C. I will develop a Strike Fund and a Good and Welfare Fund. I will find ways to improve our Pension and Health benefits.

MEBA needs people with energy and progressive ideas to breathe new life into the fight for our common goals - securing jobs and improving existing jobs and benefits. I will reach these goals with your support. Our future and the future of MEBA depends on it.

LARRY O'TOOLE



My administration has delivered on the promises I made to you three years ago. Your vote for me and for MEBA FIRST will enable the union to continue this important work we have begun. In 1998, I

promised that if elected, I would make things happen.

I have kept those promises:

- Concluded a Sea Land collective bargaining agreement with wage and benefit increases that set the benchmark for 15 remaining contracts.

- Worked with our contracted companies to break into the Navy Ship Management business. ASM now manages 10 LSMR vessels for the MSC. Keystone was recently awarded the gas-turbine ship, USNS Wheat.

- Enhanced pension benefits by lowering the lump-sum buy-out age to 50-yr. old members with 20 years of pension credit.

- Negotiated in Washington, a first of its kind tri parte agreement among the three officer unions that improves and protects wages and fringe benefits for our members serving on MarAd RRF vessels.

- Organized new bargaining units, signed contracts for shore side employment, and expanded job opportunities with foreign flag vessels.

- Modified legislation increasing the 415 caps on pensions.

- Improved pensions for assistant engineers and mates — pensions for those ratings are now calculated on 110% of base salary.

- Increased minimum pensions for retirees to \$800 per month.

I pledged inclusive leadership. For the completion of sixteen contracts, rank and file members were part of each negotiating team. Non-deep sea bargaining units such as POID and Washington State Ferries have been brought closer into active union participation. We redesigned the *Marine Officer*, renovated headquarters reducing the rent by over \$100,000 and installed a modern communications system. Our house is now in order.

The next three years I intend to expand my administration's organizing efforts, promote cruise ship legislation, fight to reinstate Title XI ship building money, protect the Jones Act, renew MSP with Section 2 intact and ensure our US Flag companies will thrive through favorable tax laws for both company and seafarer.

Again, I ask for your vote for a second term as your President. US Merchant Marine survival is decided in Washington. If the battle is lost here, so is the war. For the first time in a decade, your vote for me assures the **Marine Engineers' Beneficial Association** will continue to develop policies, maintain contacts and have the continuity of honest and productive leadership it must have for success.

DONNIE J. RIKARD



All members of the M.E.B.A.

I was raised and still live in Charleston, South Carolina. I also work out of this port. I have ten years pension credit with the M.E.B.A. pension trust. I was

in the N.M.U. (fifteen vested pension credit) and got my license thru the hawspipe. If elected to the office of President I promise to try to improve the pension and medical plans. Also as the contracts come due I will do my best to improve on all items to raise the standard of living for all members of the M.E.B.A.

It is my belief that we should aggressively pursue new contracts as there are non-union companies out there. Just look in the marine log and you will see them advertising for all ratings. It is hard to imagine that we could not get at least one of these companies.

I also think we should cooperate with the

CANDIDATES FOR THE OFFICE OF PRESIDENT OF DISTRICT NO. 1

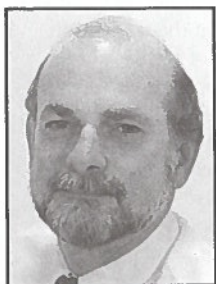
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M.M.P. and unlicensed unions to pursue these jobs but in no way merge with them. Also we should not cooperate in any way with the A.M.O. as to my opinion they are not a union but a hiring agency for the companies.

I will be a very active president and will also be accessible. If you call the national office you will be able to speak to someone. You will not be asked for your number and then not get a call back. I will also stress this on the port agents. I will do my best to see that your problem is settled in a timely matter.

Thank you for your consideration and I wish all the members of M.E.B.A. the best.

ALEX SHANDROWSKY



Is the MEBA better off today than it was three years ago?

From 1996 through 1998 I served as District President. The MEBA was respected and focused,

consistent in sound policy, financially prudent, stable and growing stronger. With your support, I would like the opportunity to bring those values back to MEBA.

When I turned over the office in 1998, MEBA was unquestionably America's Premiere Maritime Officers' Union. By year 2000 MEBA had slipped to number two. Today, MEBA has under contract less than one half the number of deep sea man-days of MEBA's arch rival, the AMO. Sadly, this is a MEBA First.

The signs of MEBA's trouble are everywhere. Entire fleets of jobs were lost and others lie at risk. Working conditions have deteriorated. Delta Dental is a sick joke. The MEBA Medical Plan is in financial collapse. Still these realities go un-addressed by the officials.

Why are they quiet on the obvious? They served together. They ruled the union together. The responsibility is theirs collectively. Yet they all run from this record, rather than on it.

Their strategy is to divide themselves into competing slates; each side hoping for re-elected by casting blame on the other. None has risen, as leaders should, to accept responsibility for the part they played. Burning issues are confronting the MEBA membership. But neither side dare

raise them. Does an honesty appraisal of these issues pose too great a risk to their chances for re-election?

Instead you can expect to be carpet bombed with meaningless campaign literature. One side will plead for continuity, as if the dictum against changing horses in mid-stream applied to a horse heading over the falls.

Another will promise the world from a chicken in every pot to 40 acres and a mule. Both sides promise to fix everything. What they don't say is how. The reason is; they do not know how. If they knew, today MEBA's condition would reflect that competence rather than ineffectiveness.

I am running for President for these reasons; Performance counts. I offer experience, and a solid record that indicates I am the candidate in this election who is most capable of delivering the superior performance. Please allow me the opportunity to prove it.

In an election year the MEBA membership is the boss, deciding who to hire and fire. Your ballot is as important, as your future paycheck. Use it wisely.

CANDIDATES FOR THE OFFICE OF SECRETARY-TREASURER OF DISTRICT NO. 1

DAN BARRETT



I shall perform all of the duties required of the Secretary-Treasurer as per the MEBA Constitution and District No. 1 Bylaws. In order to ensure fiscal economy, I'll establish a per diem and require proper doc-

umentation for all expenses incurred by the District, including the use of "timesheets" for all JEC allocated reimbursable funds. I guarantee that the out-going expenditures shall not exceed the income available to effectively operate the union. The general ledger will be periodically reconciled for all fixed assets of the union treasury and no deposits will be left uninsured.

To limit unnecessary cellular & long distance telephone calls, I'll encourage the use of "free" email for communications between the union officials. I'll take minutes of all DEC meetings, and establish a membership "ad hoc advisory" committee to keep the DEC informed of spontaneous ideas from their brothers & sisters.

During collective bargaining, I'll initiate dialogue with management to secure "matching" contributions to offset the cost of retiree medical benefits. I'll seek a 10% increase in base wages for the assistant engineers/deck officers, and a 10% MPB contribution on base wage(s), vacation and supplemental pay for all deep-sea members. I'll propose the concept of including the average monthly MPB contribution as part of your pension benefit calculation. I'll petition management to permit active engine & deck officers the opportunity to "hitch-a-ride" aboard any vessel (foreign or domestic) in their fleet while on vacation, utilizing a lottery system to avoid favoritism.

I'll ask the members for their support in

negotiating contracts with Crowley, as well as the foreign-flag cruise companies. If the AMO cannot be sued for "tortuous interference" in regard to the time-honored contractual rights that the MEBA had established with BLNG/PRONAV then I'll file for an NLRB "special election" when the AMO-Crowley contract expires.

If any member desires to work shore side, I'll amend whatever rules necessary to permit active & retired members the opportunity to join either the ILA or the ILWU. As a trustee to the MEBA Benefits Plan, I'll propose that the 401(k) Plan permit the participating members to obtain a low interest (3%) loan against their respective individual account. I'll amend the pension Plan further to permit deep-sea retirees, who are qualified, the option to work for the Washington State Ferries.

Vote Dan Barrett for Secretary-Treasurer of the MEBA.

Remember: You do not work for the union officials ...they work for you!

CANDIDATES FOR THE OFFICE OF SECRETARY-TREASURER OF DISTRICT NO. 1

HARRY KIRMON



Brothers and Sisters, I am Harry Kirmon, the members' candidate for Secretary-Treasurer. I graduated from Calhoun in 1975, have sailed permanent and relief throughout my career. Since the

1980s, I have sailed First and Chief Engineer almost exclusively. Working out of our Halls for over half my career - on all coasts - has enlightened me to the differences and needs of our various members.

I am running for this office because of one reason: I believe that I can do the best job for our Union and its members.

In addition to the usual assurances of integrity and intention to serve the membership honorably and honestly, I want you to know that I have specific proposals and ideas to meet the present and future needs of our Union. After elected, I will:

- Create and mail out to all members a report on the State of the Union's financial health, and a set of solutions proposed and approved through the DEC. Currently the Union is heading toward bankruptcy fast with an annual operating deficit of one million dollars. This has been going on for three years.

- Totally review, and if necessary revise the workflow and resources at Headquarters to ensure maximum efficiency and necessary functioning. This includes utilizing modern Information Technology to its fullest from top to bottom.

- Propose an overhauled dues and service charge structure that is fair and equitable to the members of D-1, as well as our other divisions, with inclusive feedback from the membership rank-and-file. This is totally overdue.

- With individual initiative and as a team player, formulate a set of tactics and long-term strategy to counter the actions of our adversaries, most notably the AMO/SIU, who have publicly stated their intentions to prosper at our expense.

- Work to reestablish connection, involvement, and communication from the Rank-and-File right on up to the Leadership. The power of our great union is in the MEMBERSHIP.

We need to rebuild our Union from the bottom up. We need to meet the future with fresh look at the challenges ahead, with courage, knowledge, and **total involvement of the Membership**.

I make the pledge to you that I will remain open and available to your input and concerns. A better and more secure future for the MEBA can only be achieved through REAL Unity and Fraternity. A vote for me is a vote for change.

God Bless the MEBA. Thank You.

BOB McFEETERS



The Secretary-Treasurer's job is to safeguard the Union treasury while ensuring the best return on our money.

My accounting department has succeeded in returning financial accountability to the MEBA

treasury by implementing Standard and Accepted Accounting Practices (SAAP). We secured and updated the computer and accounting system. A modern database system has been installed at Headquarters and the Union halls.

The future of our treasury has been carefully safeguarded. Long term investments following our successful Plans strategy have been instituted for Union assets. This will finance future organizing and growth for MEBA.

Communication is another key to success. In today's world this is even more important. As your Secretary-Treasurer I improved our entire communication network to keep all MEBA members informed.

As part of the Sealand negotiating team, I was one of the innovators behind this contract that set the standard for all others. This blueprint contract set the course for all the contracts that followed with pension, wage, medical and vacation improvements.

Our administration brought rank and file members into contract negotiations. These members proved invaluable in obtaining the industry leading contracts MEBA has today. Teamwork, continuity and placing the Union before politics is the only way to guarantee the MEBA legacy continues.

While I believe Deep-Sea jobs must

remain the backbone of our Union, our administration worked diligently to expand our job base by bringing new covered employment to MEBA. I negotiated new contracts with Global Marine for a fiber-optic cable ship and Instrumentation Technicians. Contracts are currently under negotiation with Cape May-Lewes Ferries, and for Pressure Vessel Inspectors and Shipyard Supervisors.

Before being elected Secretary-Treasurer I spent 20 years shipping on all Coasts, Steam and Motor, First through Third. I will never forget the hard work and sacrifices our members make everyday. It is the Brothers and Sisters of MEBA that make us a great Union.

In Washington, DC I make sure all members of Congress know that the US Merchant Marine is not ships and steel. It is the men and women who sail those vessels, move the cargo and man the ferries and fireboats, the members of MEBA.

Thank you for the honor of serving as your Secretary-Treasurer. I will always stand up and put the membership first. I am a self-starter who gets the job done. I will continue to safeguard our Union's assets. Please vote for Bob McFeeters as your Secretary-Treasurer.

CECIL A. McINTYRE



I am running for Secretary Treasurer on the Ron Davis slate. I have worked with Ron and know him to be an honest and dedicated Union Official. I began sailing unlicensed in 1966 and joined

the MEBA in 1979. I hold a 1st A/E steam and 3rd A/E motor unlimited HP license and have sailed both tankers and container vessels. In 1989 I joined the MAD committee when I realized our union was in trouble.

I worked as Patrolman in San Francisco and became Branch Agent Los Angeles where I served for over 7 years. During that time I gained invaluable experience in the busiest port in the U.S. with grievances, arbitrations, strikes, contract negotiations and the day to day operations of running a union hall. I have attended the George

CANDIDATES FOR THE OFFICE OF SECRETARY-TREASURER OF DISTRICT NO. 1

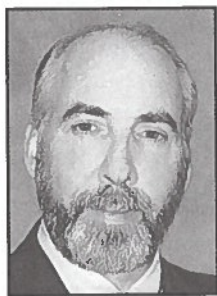
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Meany School of Labor to learn the techniques of arbitration and organizing. For the last 3 years I have been working out of the hall on ROS, night jobs and now working a 90-day rotary. This has kept me in touch with the rank and file members and the direction they feel this union should be heading.

My record speaks for itself. All one needs to do is check the financial reports for the Port of Los Angeles during my tenure as Branch Agent. I operated the union hall in the most economical manner possible. I believe this qualifies me in the nuances of union finances and the complex issues thereof.

If elected Secretary Treasurer I will strive to keep union finances under control and use all available assets to their fullest potential. Organizing is a high priority. We must expand our job base to keep this union viable. I have served this union with integrity and dedication. The MEBA is the best thing that ever happened to me and I am committed to make the MEBA the premiere Maritime Union in the United States.

ALEXANDER SCHIZAS



Dear Brothers and Sisters:

I am offering my services to you, the rank and file members of the MEBA to act as your Secretary-Treasurer.

I arrived at this decision after careful

consideration of the many problems now facing the MEBA and the MEBA plans finances.

The reason for stepping out of the President's race and running for Secretary/Treasurer is purely practical. I am capable of handling a position on the DEC but given the circumstances and the field of candidates, achieving the office of the Presidency while running as an independent may be unrealistic.

My desire is to serve the membership

Over the past few years I have worked hard to educate myself about our industry, about our union and about the political processes affecting our livelihood. I would

like to bring what I have learned to the table on your behalf, as MEBA's Secretary/Treasurer.

I believe it critical that each MEBA member confront the issue of MEBA's failing financial condition.

I am currently studying and intend on being examined as a candidate for the CFA charter (Chartered Financial Analyst) in order that as your Secretary-Treasurer, I will have a unique perspective to review and put forward recommendations, not only in managing our union's financial affairs, but in offering council to our President and DEC members on the overall performance of our assets.

I believe that it is critical that the MEBA take advantage of our pension plans financial wherewithal to assist us in securing more jobs for the membership.

This is not to say that we should find ourselves in inappropriate ship owning ventures, rather to use our wherewithal to participate in marine related investments that benefit the "shareholders," you the membership of the MEBA.

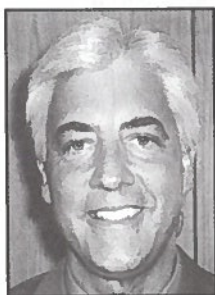
During the last three years, the constant infighting has served only to jeopardize the ability of the MEBA to continue in her once proud tradition.

I assure the membership that I will work with those elected to serve beside me always with the notion of what is in the best interest of the MEBA.

We must utilize unique thinking and the abilities of our rank and file members in participating in concepts that benefit the MEBA.

This is an issue that I will help bring to the forefront.

JOHN SCHNEIDER



My name is John Schneider and I am running for Secretary-Treasurer. I joined the MEBA in May of 1977 after graduating from Massachusetts Maritime Academy, with a Bachelor of Science Degree in

Marine Engineering. I have been a member in good standing with the MEBA for 24 years and have sailed as Chief Engineer

the past 16 years on the union-owned FABCC vessel M/V **Chesapeake Bay**.

The future of the MEBA is threatened by its current financial state and needs a strong person to take control of this present situation and put the MEBA back-in-the-black. I feel that I can properly perform the duties of Secretary-Treasurer with my strong leadership abilities and expertise to properly spend and control our union's assets. I have done this onboard the union-owned FABCC vessel by operating the M/V **Chesapeake Bay** under budget for years without sacrificing wages, overtime, spare parts, maintenance and repairs, and value of our union asset.

The spending of our dues money must be done and comply with the MEBA governing documents and not wasted as our current leadership has demonstrated. There is no reason why this mighty MEBA union should have an operating deficit in excess of One Million Dollars. It's quite obvious that the current leadership does not know what they are doing for this to take place. I can promise each and every member that if I am elected Secretary-Treasurer, that this WILL be turned around and this mighty union will again be back-in-the-black.

I am not part of a slate but do support some of candidates running for the various elected positions. I am a team player and feel that I can fit in with whom ever is elected. I feel that it is not good to have a complete sweep of a particular candidacy slate and that by having someone from outside the slate elected, helps with the checks and balances needed to run the union and its finances in a smooth and fair manner.

I am not running for the Secretary-Treasurer position in order to get my "high three" in as some of our present elected officials have stated. I am running for this position because I feel very strongly that I can make a difference and put the mighty MEBA back-in-the-black.

I will fight for:

- Fiscal Responsibility
- Democratic Union
- Organizing New Jobs
- Improve Medical Plan Coverage
- Improve Present Contracts
- Develop A Strike Fund

CANDIDATES FOR VICE-PRESIDENT - ATLANTIC COAST, BRANCH AGENT OF NEW YORK

DON KEEFE



I respectfully ask for your vote, supporting my candidacy as Atlantic Coast Vice President/Branch Agent. I am running for this position with the MEBA Team, which is com-

prised of candidates who are committed to working together to reclaim our rightful place as the strongest, most respected U.S. Maritime Union.

I joined the union in 1978 after graduating from the Massachusetts Maritime Academy. I sailed seventeen years on various contracted vessels raising my license to Chief Engineer - Steam/Motor. I have served my last six years as a Union Representative. In seeking the office of Atlantic Coast Vice President, I bring a strong personal commitment to serving the membership. I am completely familiar with the shipping rules, grievance/arbitration procedures, contract negotiations, and organizing strategies.

There are three specific areas that I have always focused on and will continue to focus on when elected:

Representation: My office will have an open-door policy. Accountability will be my top priority. All contracts will be enforced and grievances will be evaluated accurately and presented in an honest, fair and timely manner. As the Atlantic Coast Vice President, my first duty will always be to serve the membership with the emphasis on accountability.

Organizing: We will aggressively organize the unorganized. Employment opportunities in the Great Lakes and Deep Sea will be sought after for both Mates and Engineers. Furthermore, inland waterways and shoreside employment will be pursued. Many workers in the maritime industry are either not represented by a union or are represented by a non-AFL/CIO union that has no intent on fairly representing their best interest. Those workers need to be sought out and educated about the advantages of joining the MEBA. More importantly, their employers need to be educated on the advantages of hav-

ing their workforce represented by MEBA. The first step in organizing is convincing both sides the MEBA is their best choice.

Recruitment: Increasing employment opportunities will attract new applicants. We must recruit not only new graduates from the academies, but also from the unlicensed ranks. Organizing is the prerequisite to recruitment. It is absolutely imperative we maintain our present contracted companies while organizing the unorganized. On average, a prospective member will not wait in a union hall for more than three weeks.

MEBA needs strong leadership, with a clear direction, to show the maritime industry we are dedicated, professional and unified!

Vote Don Keefe and the MEBA Team. Thank you.

PAUL KRUPA



I have the experience and I deliver the results that count to earn your vote for re-election as Atlantic Coast Vice President.

In my three years as Atlantic Coast Vice President I have

racked up big gains for our membership. As lead negotiator on many contracts I have secured continuing employment with economic increases continuing MEBA's tradition as the leader with the very highest wages and the best benefits in the industry.

Following Sea-Land and NPR in 1999, I worked through the tough tanker agreements - contracts that no other union official would touch. In spite of heavy opposition, we had large gains in the very first year of both the OSG and TSC tanker agreements.

I successfully organized new members for this union and brought in new ships. My organizing team recently brought in the Delaware Ferry operation with almost seventy new dues paying members into our union. I worked directly with MTL to gain an additional container ship with MEBA deck officers and engineers providing

new employment at good wages for our members. I negotiated with Mormac to bring additional non-union tankers under MEBA contract. Due to my efforts, we currently employ an additional engineer on each NBC vessel.

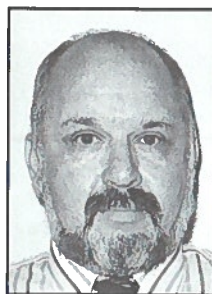
During the past decade, as a representative and union officer, I worked hard to learn and understand the business side of our industry as well as the union side. I sought and built many relationships with other unions and officials, government and military leaders, and industry representatives, anybody that would help build a better MEBA. As a result, I am better informed and better prepared to evaluate, strategize and implement programs that benefit our union.

I put my business education to good use as we worked to put this union back together. I applied trade union principles learned as a rank and file member and fought to protect our working men and women in contract negotiations and union business. I worked to establish full time representatives in Boston and Jacksonville distributing our manpower more efficiently, serving our membership better without increasing costs while retaining the best trained union officials.

I supervised our very successful CIVMAR representative and secured a practical and beneficial cost-sharing arrangement for her services to our government fleet. This has resulted in extremely favorable gains for MEBA CIVMARS.

We face tough choices ahead. Stay the course with experienced, effective leadership.

BOB PEARL



EQUALITY FOR ALL THE MEMBERS

It is time to remove the walls between the Seagoing and Shore Related jobs. Our members should be allowed to flow

between any jobs covered by a MEBA contract, without the loss of retirement credits. Such an example could be a permanent shipboard member

CANDIDATES FOR VICE-PRESIDENT - ATLANTIC COAST, BRANCH AGENT OF NEW YORK

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with 17 great years, suddenly finds him or herself back in the hall job hunting because of the loss of a contract or due to reflagging. Wouldn't it be nice, to be able to take a shore job with a ferry, POID, or some other contracted employment so as to fill in the three years needed for regular retirement. I've also heard resentment of allowing the ferry members to work out of the hall after they retire from the ferries. This would be eliminated if all the membership were running on the same system. Thus there would be more jobs.

I'm Bob Pearl, a permanent chief with the Staten Island Ferries. I live at 410 Huff Ave. Manville, NJ 08835-2334, Phone 908-526-3604, Fax 908-526-4514, E-mail > BobP48@AOL.COM

All benefits should be offered to all units of the union. Of course all participating units should be expected to make the appropriate contribution for the benefits being received.

REPRESENTATION AND UNION MEETINGS

All members should be afforded the opportunity to attend union meetings. Units having a large number of members and located in a remote area, should be allowed to hold official meetings. Under the present system, members of units like Alaska, POID (Colorado), Panama Canal do not have such an opportunity. **This is not fair and needs to be changed.**

SPENDING AND CONTROLS

Spending must be brought under control. Quite simply, you can't spend more than you make for an extended period of time and expect to survive. Spending should only as a last resort. We must save and make due with what we have. An example of simple savings could be that of acquired air

bonus miles from official travel by union officials. These air miles should be turned in for official travel and not used for personal use. Saving and proper management must be installed and practiced as an everyday event, by everyone. Until such action is taken, there should be no talk of increasing dues. After such a system is installed and if a dues increase is needed, it should be fair and equal across the board.

BILL TRACY



Some know me playing violin on ships and at School or playing guitar, singing "Silver Sea" promoting maritime awareness. Others know me from my Christmas Poem

Booklet - "Look Alike Santa" - advancing MEBA and PAF. I want you to know I have 36 years' experience sailing Third through Chief (steam and motor) dry cargo, tanker, passenger ships as well as ferries and tugs. I am also an attorney, licensed in state and federal courts, including the US Supreme Court, and have been in trials involving the NLRB, Massachusetts Labor Department, USCG, criminal, civil and probate matters.

Those who remember the MEBA-contracted Boston Towboat Company may know that I negotiated two 1970's contracts with wage/benefits hikes - including upgrading inland pension to deep-sea. In 1965, when I joined MEBA, members will remember the MEBA strike, a strike that taught me things such as the values of strong union membership, onboard patrolman representation and scheduled

meetings for all contracted groups. I have always felt highly dedicated and have constantly volunteered to recruit, picket, organize and serve our Union as needed. I have sent seven recruits into the Calhoon cadet program, have been elected Delegate to three NMEBA Conventions, and proudly ship from hall.

I am honored to run with MEBA FIRST as Atlantic Coast Vice-President with creditable service and background:

- Education: Kings Point, 1965; Suffolk University Law School, 1973, Labor, Admiralty Law, 1997; Calhoon MEBA School, 28 courses
- NMEBA Conventions: 1998, learned constitutions, advised MEBA attorney of all drafting errors, vehemently opposed double salaries for District/National Presidents; 2000, delivered ritualistic opening
- Strong contributor to Political Action Fund over the years
- Introduced NJ Resolution making Honolulu voting port
- Organizations: Propeller Club, Mariners' House (Board), Navy League, Calhoon Alumni, MEBA Memorial, Save Our Ships Campaign
- STCW License: Chief Engineer any horsepower (steam, motor, gas turbine)

As Atlantic Coast Vice-President, I will reside in the New York/New Jersey area. I promise to enforce all contracts, address members' grievances and require coverage of all contracted vessels be they dry cargo, tankers, ferries, tugs or fireboats. I know, having shipped from all three coasts, that as District Executive Committee member, I represent and vote for all members. You can count on me to be as dedicated as always. You overwhelmingly elected me Delegate. Again, I ask for your support. Vote for me in this election.



SUPPORT THE MEBA POLITICAL ACTION FUND!

CANDIDATES FOR VICE-PRESIDENT - GULF COAST, BRANCH AGENT OF NEW ORLEANS

MARC HUBER



As your New Orleans Patrolman, I have aggressively enforced your rights. I have freely given my spare time for you and worked hard and effectively in providing good, responsive representation.

I have listened to your input and have used it for the benefit of the entire MEBA membership. My work demonstrates that I can achieve practical solutions with understandable answers for the problems and issues that exist in our Union.

We cannot lose focus of the key issue: a Union with more members and with full benefits to insure that MEBA is in your future and your children's future.

We have lost too many opportunities with the inaction and ineffectiveness of Larry O'Toole's administration. For example, the wholesale loss of the PRONAV fleet, and the jobs and benefits it provided for our membership. O'Toole, McFeeters and their lawyer, Pat Morris, fail to understand or refuse to follow the governing documents of this Union. The fundamental rules, which control the operation of your Union, have been skipped too often by those officials. During contract negotiations, O'Toole's and McFeeters' improper preparation, failure to utilize our strengths, poor choices of strategy and personnel, and poor timing resulted in lackluster contracts. Organizing has received too little attention from O'Toole and McFeeters. Our job base declines and the security of our Plans is jeopardized.

My oath is to you and our membership: I remain committed to upholding the Constitution and the By-Laws. I will not blindly follow in

a sense of mistaken loyalty to anyone not acting in the best interests of the membership.

Allow ME to continue serving YOU for the benefit of our Union! I will work diligently to develop policies, strategies and rules that shall advance and protect the interests and welfare of MEBA. I will always deliver your message. I will continue to improve your ability to communicate from your job. Better communication, more accessible information equals better service to you! My pledge is to enhance the strength, position and prestige of our Union.

I have joined with effective current officials and capable members to insure the future growth of our Union. We can provide the strong, aggressive and decisive leadership that is needed. You know Us; we currently provide the service you enjoy. We are the MEBA-TEAM!

Help yourself! Secure YOUR future! Elect the MEBA-TEAM! And Elect Marc Huber as Gulf Coast Vice President for yourself and our Union!

JOE MARTUCCI



MEBA has been very good to my family and me. It is time to give back. I ask you, the membership, for your support and vote in my candidacy for Gulf

Coast Vice-President, New Orleans Branch Agent.

My platform is simple. Strength and power based on solidarity and unity.

The best way to continue to build our presence in Washington, the U.S., and around the world is to join as brothers and sisters and support our current leadership.

I was a rank and file member representing NPR port engineers dur-

ing the recent negotiations. I was instrumental in attaining improvements in a negative, rollback environment.

During the last decade as a Plans trustee and elected delegate to the National Convention, I worked toward more equitable benefits for all and a fair and democratic National Constitution. I successfully represented the Sea Land port engineers in arbitrations and helped secure bonus payments and jobs. I will continue to work ardently toward improved benefits and better contracts for the entire membership.

I graduated from King's Point in 1970 and hold a Chief Engineer's Unlimited License, Steam and Motor and a Master's Degree in Mathematics.

I served as Commanding Officer in the Merchant Marine Reserve and Military Command programs. This experience has given me a unique and special insight into the operation of MSC and MARAD. During the 1980's I was Sea Land's lead port engineer responsible for the MSC Fast Sealift Vessels. I will negotiate contracts that meet the government's needs, make our companies competitive, and most importantly, serve this great membership.

My maritime roots flow deep. My dad was a shipbroker and charterer, taught marine transportation at City College of New York, and served on the Board of Maritime Arbitors. My brother Rick is currently sailing Master; and my brother Lou, is an MEBA member who has sailed as Chief Engineer and worked as a crane and port engineer. My oldest son Joe joined MEBA last year and is currently sailing out of the hall, while my youngest son Richard, is a cadet at King's Point. The salt is in the blood and MEBA is in the heart.

Brothers, Sisters, Shipmates, give me the opportunity to work for you. Your vote me is a vote for the workingman, a vote for Integrity, a vote for Unity and a vote for the future of the MEBA.

CANDIDATES FOR VICE-PRESIDENT - WEST COAST, BRANCH AGENT OF SAN FRANCISCO

MARK AUSTIN



My name is Mark Austin, I am running for the office of Executive Vice President and Branch Agent for the Port of San Francisco. I graduated from the Calhoun MEBA

Engineering School in 1978. I have also attended numerous labor classes and ERISA Plans seminars.

I have experience as Branch Agent from 1991 to 1996 and Vice President/License Division Director of the MEBA from 1991 to 1993. During my tenure as a Union Official I negotiated Labor Contracts, performed Grievance Arbitrations, did extensive Political Lobbying in two state governments, successfully organized the Port Engineers of Alaska Marine Highway System under contract, and was Trustee for the MEBA Plans.

Labor Contract negotiations is an art that I perform very well at. I successfully negotiated two government ferry contracts and one private ferry contract. With tough, stingy managements and tight budgets, I was able to increase wages, pension and vacation benefits, and increase the number of billets, without any trade-offs or giveaways.

Government ferry systems negotiations also include political lobbying. To be successful at negotiations, you need to be successful at political lobbying. Through political lobbying I was also indirectly responsible in getting the Washington State Ferry Staff Chiefs on the new ferry vessel Design Committee with one of those Staff Chiefs the Chairman of the committee.

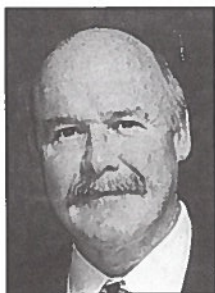
The Union seems to have returned to having self-serving Officials enjoying life at the members' expense. We have Financial Review Committee's proclaiming 1.1 million dollar deficits in our treasury, yet giving the Vice Presidents a pay raise. The Executive Vice President's business expenses are one of the highest in Union history and you have Vice Presidents passing motions enabling themselves to spend up to \$5,000 dollars at any time, for anything they wish, without prior

approval. There is something wrong with this picture.

Then you have Vice Presidents negotiating preferential treatment contracts, such as Liberty Maritime's contract, where the Chiefs and Captains are getting more vacation days than other officers. This contract needs work.

I believe in answering a member's question with the truth and not with what they want to hear. I believe a Union Official works for the benefit of the membership and not for the Official's benefit or lifestyle. Elect me to the office of Executive Vice President and Branch Agent for the Port of San Francisco and I will work for the betterment of the membership lifestyle.

LOUIE BUD JACQUE



It is my pleasure to serve the District No. 1, MEBA membership as Executive Vice President, and Branch Agent of San Francisco. I am seeking your vote for another term of office as your

Executive Vice President and Lead Negotiator for District No. 1, MEBA.

For the past 2 years and 5 months, with the guidance of Rank and File negotiating teams, we have delivered the best contracts in the United States Merchant Marine today. My focus in these contracts is to deliver long-term benefits to our members, their families, our retirees, and their families.

1. Blackball Transport - 4 years
2. Chevron Shipping Company - 3 years
3. Alaska Tanker Company - 10 years
4. ASM Contract - 6 years
5. ASM Port Engineers - 6 years
6. Alaska Marine Highway System Engineers - 3-1/2 years
7. Matson Contract and Matson Port Engineers Contract - 5 years
8. APL/ POID Contract Negotiated with Ron Davis - 3-1/2 years

With the help of the San Francisco membership, we have refurbished and revitalized the San Francisco Union

Hall, which is owned by the MEBA membership. We negotiated all or part of the above contracts at the San Francisco Hall along with joint Maritime Union Coalitions, Political Fund Raisers, and West Coast AFL-CIO members at the San Francisco Hall.

The West Coast Officials and Union Halls have united to support one another in arbitrations, strike lines, union member representation, contracts, and grievances. It is time for an experienced group of MEBA team members to lead this Union with the support of our members. Therefore, I ask you to support Ron Davis, Cecil McIntyre, Don Keefe, Marc Huber, Al Camelio, Lou Marciello, John McCurdy, Bill Van Loo, Jon Anderson, Bill McHugh, Donn Reamer, Wilson Johns, Mike Nizetich, Art Hemmings, Russell Rippetoe, Michael Mallini, Tom Lilley, Greg O'Claray, Jim LaRiviere, Jennifer Novinger, Alana Newman, Pete Eberle, Marty Micomonaco, and myself, Bud Jacque.

My personal goal for the next few years is to secure medical benefits for our members, their families, our retirees, and their families. Your vote can determine the future of this union!

Take the time to vote- it's your future.

BILL WARD



I am currently serving you as West Coast Representative, San Francisco. As a member of the **MEBAFIRST** team, I ask for your vote and support for the important position of Executive

Vice President/San Francisco Branch Agent.

A member since 1968, I have participated in several union activities which included an arrest, handcuffing and forcibly removed from the Sohio Resolute for demanding union representation when Trinidad went nonunion in 1984. I served on strike committees, picket lines, tally committees and was twice elected to the Financial Review Committee as a representative for the Port of San

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CANDIDATES FOR VICE-PRESIDENT - WEST COAST, BRANCH AGENT OF SAN FRANCISCO

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Francisco. At the Tally and FRC meetings, I suggested changes that benefited the membership. I attended the last three National MEBA conventions.

I have been directly involved with the following 12 contracts: Sea Land Deep Sea and Port Engineers, Alaska Tanker Company, Chevron Shipping, American Ship Management Deep Sea and Port Engineers, Matson Bulk Agreement, Tanker Service Committee, Matson Deep Sea and Port Engineers, and a ROS Special Projects Agreement. The Matson Port Engineers Consolidated Agreement has been submitted to the Company.

Invaluable experience and labor education classes have taught me that

the key to a successful contract includes: preparation, knowledge of the previous Company/Union's contract history, industry research, financial analysis and hard work. I pride myself in all of these areas. Ask any member or official who has been involved with negotiating teams if Bill Ward had shown up prepared for these contracts.

During the fight to save the LNG fleet, I, my wife and family not only wrote to MARAD but went out and obtained letters from Labor Councils and gathered signed petitions from the public.

In the next three years, the highest priority must immediately be given to laying the groundwork for MSP renewal in 2005. Our aging Jones Act container and tanker fleets need

rebuilding. The all-important CSX/USSM contracts must be negotiated in 2004. Ferries such as AMHS and WSF demand and deserve the full attention of the Pacific Coast Vice President. Also, our union medical benefits must be maintained for all participants. Our core business must always be maintaining and crewing US flag ships. At the same time shoreside opportunities should be pursued where they exist.

I am proud to be a part of **MEBAFIRST** and fully support Larry O'Toole and his staff in Washington DC for another term. Vote for Bill Ward, Executive Vice President/Branch Agent, San Francisco.

CANDIDATES FOR THE POSITION OF BRANCH AGENT OF BALTIMORE

TOM LEAHY



Dear Sisters and Brothers;

My name is Tom Leahy. I'm asking for your vote for re-election to Baltimore Branch Agent. I have Served the MEBA in three District officer positions to date

since 1991: as appointed representative, elected Baltimore patrolman and elected Baltimore Branch Agent.

Floridians will remember me as the representative at the Port Everglades, Fort Lauderdale hall during the "Licensed Division" days of 1991 and the recaptured District No.1 PCD, MEBA days of 1992. I was elected by the membership to serve as Baltimore Patrolman for 1993, 1994 and 1995. I was elected by the membership to serve as Baltimore Branch Agent for 1999, 2000 and this year, 2001.

The Baltimore Branch Agent position requires full time attention to the day to day conduct of union business at all ports along the Atlantic coast from Baltimore to South Florida. Working in unison with the representatives and dispatchers of Fort Lauderdale, Jacksonville, Charleston, Norfolk, Baltimore and New York and the Atlantic Coast V.P. I have managed

the union's affairs as Branch Agent on a daily basis for the past two and one half years. This has included contract policing, applying shipping rules, organizing, grievance processing and arbitrations.

As Baltimore Branch Agent I chair the Regular Monthly Meetings at the Baltimore hall and at the Calhoun Marine Engineering School in Easton, Md. If you have attended a Regular Monthly union Meeting at the school you have seen me in my role as meeting chairman. These meetings are conducted with respect and fairness to all attending. And I believe most everyone leaves the meeting with a better understanding of our MEBA and maritime in general.

As Baltimore Branch Agent I am also assigned to represent District No.1-MEBA at maritime and political events and gatherings. The reason for this is straightforward enough: I have a solid working knowledge and understanding of our industry. I've learned to communicate this understanding to all types of people.

For the past eleven years I have worked to form our union into an open and user-friendly (to members) organization that offers equal access to all. It is your challenge and decision this election to choose the officers who will continue to operate an open union void of intimidation, favoritism and deception. Vote the **MEBAFIRST** candidates for officers and delegates. Thanks.

BILL VAN LOO



Hard work, accessibility and a full commitment (24/7) are what you will get in a Union Official if you elect me as Baltimore Branch Agent.

I was elected as a Represen-

tative to the National MEBA Conventions in 1995 and 1998. The most valuable thing that I have learned at these Conventions was that the infighting must stop and a true team concept between leadership and members must be obtained. At the 1996 NMEBA Convention in Easton I authored and introduced a UNITY resolution to the delegates stating that the MEBA was acting like a dysfunctional family and that the incongruous positions taken by some officials, ex-officials and members must stop.

Today in the year 2001, we have the same behavior continuing. It is time to put in a leadership that will work as a TEAM to make the MEBA prosper. The MEBA must again be a leader in Maritime labor. By voting for the MEBA TEAM the membership will start the relationship needed to WIN AND INVEST IN THE FUTURE.

CANDIDATES FOR THE POSITION OF BRANCH AGENT OF BALTIMORE

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With the background that I have I will bring new energy to the job needed to make the MEBA a force in the Maritime community. I have organized many events that have turned out to be very positive for the membership and their families. If elected Baltimore Branch Agent, I will use all my resources to engage in the daily battles that the MEBA faces. With my work experience and education I have received over the years, such as the Train the Trainer course (making me a

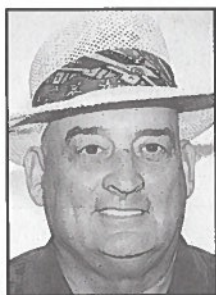
certified STCW assessor), I can provide the membership a Union Official who is up to date on current issues and ready to adapt to the Union's future needs. The George Meany Center for Labor Studies will be utilized to better myself in my quest to benefit the MEBA. The MEBA has always been a part of my life and my family's life. As Baltimore Branch Agent I will be able to return to the MEBA some of the benefits I have received over the years.

If elected I will be committed to the MEBA TEAM concept of:

- Organizing new companies for the MEBA membership
- Expanding the job base of existing companies
- Embracing all MEBA bargaining units
- Developing a Strike Fund and Good and Welfare Fund.

CANDIDATES FOR THE POSITION OF BRANCH AGENT OF HOUSTON

"WALLY" HOGLE



My Brother and Sisters, it's that time again.

Most of you know me as Wally and a few as Waldo or Walt. Many of my close friends have retired (God bless

them) or F.W.E. (Rest in peace).

I'm not a big politician but I've got a big heart. And it will work for you.

I'm a US Navy vet not retired. Worked for M.S.C. for 19 years no retirement. Most of all I've been a member since 1968! With 21 years credit I've seen a lot of changes over the years. And one thing that stands out is our young members that are advanced to a higher level, they are the ones who will carry the load when our older members move on. I believe there are so many companies in our industry that need our members and if we can show and convince some of them then maybe the shipping companies will take notice and give our respect we deserve plus proper benefits. We all know who controls our American shipping companies (no names mentioned) but makes you feel like some day there might be a pink slip for you at pay-off. I can only promise you I'll do my best. For sure at my place I'll be there for you 24 hrs. a day.

SCOTT LIEBLING



Dear Brothers and Sisters,

It is with pleasure that I share with you my decision to run for re-election as your branch agent in Houston. It has been a pleasure

and a privilege to serve our membership, and with your support I look forward to serving you for another term. I am a Group 64-A CMES graduate and hold an unlimited steam and motor chief engineer's license.

I could write about what I propose to do during the next term, but I believe that it's better to review our accomplishments over the last three years. I say "our" because we work as a team in Houston. Along with Robert Barron and Erin Bertram, we have made integrity, accountability and service to the membership our top priorities. We've signed and posted our mission and statement of values for all to see, and expect to be held to those high standards. During my first meeting as branch agent, I provided forms for the membership to provide feedback on our performance and to solicit ideas as to how we could provide better services to the members. I am committed to keeping membership input a

cornerstone of the operation of the Houston hall.

During my tenure, I have worked to increase MEBA's profile within the community and the labor movement. I serve on the Executive Board of the Harris County AFL-CIO Labor Council, the Union Community Fund, and the Houston Chapter of the National Defense Transportation Association. I have presented at the national convention of the Propeller Club and Ship's Operations Cooperative Program, appeared before the *Houston Chronicle* editorial board, and been published in *Workboat* and *Marine Log* on issues of interest to the MEBA. I have also served our membership as an alternate trustee to the MEBA Benefit Plans. I have built relationships with local community leaders and politicians-relationships developed and nurtured over time that an outsider would find difficult, if not impossible, to replicate.

I was pleased when one attorney handling an arbitration for one of our members called my case file "the best prepared case" he had ever been given. This same preparation goes into everything we do for our members. Your vote will keep the Houston team working for our membership; but don't take my word for it. Ask the members who've shipped through Houston. They'll tell you that my office door is always open to address their concerns.

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CANDIDATES FOR THE POSITION OF BRANCH AGENT OF HOUSTON

LOU MARCIELLO



Fellow Brothers and Sisters, since 1996, I have served you from the New Orleans hall. I worked my way up the ladder starting as Dispatcher and

then as Representative. At the end of this year, I will have 6 years of union hall experience. I have always worked hard for you and have given my all, no matter what hour of the day or day of the week. Now I seek your support in voting for me as your Houston Branch Agent.

The knowledge and experience I have gained working in New Orleans with the Gulf Coast Vice President, Ron Davis, will help me in dealing

with the issues confronting Houston. I have knowledge and experience with numerous commercial, MSC and MARAD contracts, including research, financial analysis, contract negotiation and drafting contract language. When someone wants an answer about the specific details of a government RFP, they ask me. In addition, I have successfully assisted members and applicants with countless grievances and company contract violations.

I am a 1971 Calhoon MEBA Engineering School graduate and the first to earn a degree from Thomas Edison State College by applying Calhoon School credits. I have a Chief Engineer Steam & Motor license. I have an undergraduate and graduate degree from Boston University. I have worked aboard all types of commercial vessels. I have also worked as First Assistant and as a relief Chief Engineer for several years aboard MARAD ROS vessels in Beaumont and Orange, Texas. I also worked

ashore as port engineer, purchasing agent, and manager for a MARAD project during the early 1980's. I have taken AFL-CIO sponsored labor courses as well as graduate courses in labor, business law and contracts.

As Houston Branch Agent, I will uphold your rights as stated in our Constitution, By-Laws, and Shipping Rules. I will fight for you against company contract violations. I will seek out organizing opportunities in order to gain new jobs and I pledge to work as hard for you in the future as I have in the past.

Let's not become the dinosaurs of the millennium. It takes hard work and dedicated leadership to move MEBA forward. The MEBA TEAM can and will move our great Union forward in the 21st century. Please vote **Lou Marciello for Houston Branch Agent** and for the entire MEBA TEAM. Thank you for your support.

CANDIDATES FOR THE POSITION OF BRANCH AGENT OF LOS ANGELES

AL CAMELIO



I am proud to be an M.E.B.A. member and the MEBATEAM candidate for Los Angeles Branch Agent.

Members and applicants from all parts

of the country ship out of Los Angeles. Current Branch Agent Duncan Ballenger and I have made this process as easy as possible. People find a friendly hall with M.E.B.A. employees willing to assist them. The shipping rules are applied consistently and fairly, ves-

sels are met in port by union officials, and our contracts are enforced.

We have expanded our job base by promoting M.E.B.A. talent both ashore and at sea. This has helped us obtain additional in-port day maintenance engineers in Los Angeles and additional rebuild riding gangs. Duncan and I are presently involved with organizing two units, one at sea and one ashore. These jobs will expand the employment opportunities for our members. I am presently advocating to have all our contracts on discs and made available to the members and applicants who work under them.

It is important to keep M.E.B.A. active in the Los Angeles labor community. My membership in the County Federation of Labor and the Harbor Labor Coalition helps insure

this. These contacts have proved valuable to M.E.B.A.

It is crucial for the future of our union to have officials who can work together. My cooperation with other officials and my support of rank and file committees show I am a team player who puts the success of our union first.

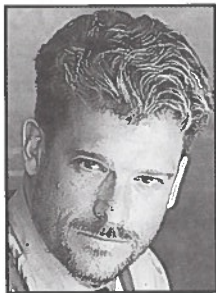
As for my personal history, I am a 1974 graduate of Boston University and a 1983 graduate of Calhoon School. I shipped off the board out of West Coast ports until 1992, when I was appointed M.E.B.A. Representative in Portland, Oregon. I organized and manned a picket line while running the hall until the transition of power from M.E.B.A./N.M.U. to District No. 1 M.E.B.A. was completed. I returned to shipping until 1997 when I was appointed West Coast

CANDIDATES FOR THE POSITION OF BRANCH AGENT OF LOS ANGELES

Representative. I was then elected Los Angeles Patrolman in 1998.

I believe I offer the continuity and commitment M.E.B.A. needs in Los Angeles to prosper and grow.

ERIC N. SHINE



Hello, my name's Eric Shine and I'm pleased to announce my candidacy for L.A. Branch Agent. I'd love the opportunity and honor to

represent, serve and fight for the MEBA and members. I'm not a politician or bureaucrat. I'm a leader. I feel strongly our union needs young, aggressive representation willing to fight for the member (not with them) on matters of princi-

ple. To support the MEBA Constitution, By-Laws, Shipping Rules and contracts as written (interpreted for the member). We need new leadership looking toward the strength of the union into the next several decades (and beyond), not until retirement in a few years. We need representatives willing to promote the cause and interests of each and every member, placing principles before personalities.

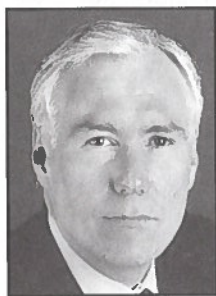
I graduated from the U.S. Merchant Marine Academy, Kings Point. I've a degree in marine engineering and Chief Engineer's license (unlimited horsepower/ motor and steam) and have only sailed relief through the halls. I'm also an Eagle Scout and an Officer in the U.S. Naval Reserve. My internship was in the field of ethics at General Dynamics. One of the strengths I feel I bring to the position is honor and integrity and the willingness to fight for you the member, whether

you be a Chief Engineer, 299, or especially and most importantly from the rank-and-file. I believe in my academy's motto "acta non verba" - or deeds not words.

I've sailed MEBA contracted ships since 1987. Additionally, I've worked for G.E. as a Project Manager/ Lead Field Engineer for equipment installation onboard LHD's/DDG's. I attended GE's field engineering program in New York, been a Navy Port Engineer at Pearl and for MSC-PAC. I've been on both sides of the negotiating table, from a corporate point of view and a union point of view and understand the importance of fighting for every item in our contracts as negotiated. I look forward to the opportunity to learn more about your interests and help to protect them. Sailing out of the halls is tough enough as it is, the association should be there to make it easier on the members, not harder. Thank you for your vote and support.

CANDIDATES FOR THE POSITION OF BRANCH AGENT OF SEATTLE

JOHN McCURDY



Once again I am pleased to announce my candidacy for the position of Seattle Branch Agent. As a member of the MEBATEAM I look forward to serving the

membership with an experienced and dedicated group of officials. For the past three years as your Branch Agent for the Port of Seattle I have insured that service to the membership is the focus of everyone working in the hall. Many of you come from different areas of the country to ship out of Seattle and know the atmosphere in

this hall is pleasant and helpful. If you haven't shipped out of Seattle, ask someone who has. I feel confident they will support my claim; **WE WORK FOR YOU.**

Our Union faces difficult times in the years ahead. Putting a stop to the continuing erosion of our job base must be our paramount concern. If we continue to lose 6% of our jobs per year for the next ten years, as we have for the last 10 years, we will be down to supplying work for 750 deep-sea members. How do we staunch this hemorrhaging - by organizing in traditional and nontraditional areas and by fighting for not only the continuation of but also the expansion of the Maritime Security Program, the Ready Reserve Fleet and PL-480 Preference Cargo. We can reverse this trend. I will work tirelessly towards that objective.

The Branch Agent's position in Seattle is unlike any other position in MEBA. Dealing effectively with the specialized contracts and concerns of our members working for the Alaska Marine Highway System, Washington State Ferries, POID and the Deep Sea takes years of preparation and experience. Over the last seven years as Representative, then Patrolman and now Branch Agent, I have invested my time towards that purpose. I started, as I believe union officials should, at the bottom and worked my way up, taking classes, making contacts and developing relationships and skills that further enhance my ability to represent the interest of our organization and membership.

With your support, the MEBATEAM will continue to work for a stronger, brighter, more secure future for you and your family.

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF NEW YORK

M. GARRETT HARRINGTON

Greetings
Union Brothers
and Sisters,

My name is
Martin Garrett
Harrington and
I am running
for New York
Patrolman. I
would like to
take this oppor-

tunity to introduce myself and ask
for your support and vote as part of
the MEBAFIRST team.

I am a native New Yorker, the son
of Irish immigrants. I grew up in the
Bronx and am presently residing in
High Falls, with my wife and two
daughters. I have been a member of
MEBA D-1 since my graduation from
Calhoun in 1986, where I won the
Industrial Arts Award. I hold an
unlimited Chief Engineer's License
and am currently sailing as a 1st
A/E on the SAM HOUSTON.

My union involvement dates back
to my father, who was a life-long
member of the Iron Workers Local
40. My union involvement began by
joining the Iron Workers Local 40,
and I completed an apprenticeship
with the Local 30 Operating
Engineers. I know first hand that the
most important factor in any union
is the membership. After nearly 22
years of being a member, I am look-
ing for the opportunity to give some-
thing back to the union who has
stood behind me for nearly two
decades.

I also served the MEBA D-1 as a
member of the Credentials and
Constitutional Committees to ensure
the right of members to have a voice
in the running of our union is
upheld. All members in good stand-
ing deserve the opportunity to be
heard. If we are to become stronger,
we must allow every member to con-
tribute.

When I first joined the union,
things were not going well. The
problems we experienced during
that time are well documented, and I
never want to see a repeat of the
events that threatened to tear MEBA
apart. Under the leadership of Larry
O'Toole, we have moved forward
with strengthening our union. Yes,
we have suffered some setbacks, but
we have had successes. The union
continues to make new inroads and
meet the challenges of a changing
industry. As Patrolman, I intend to
uphold the union constitution and to
help strengthen our union's position
in the maritime industry. First and
foremost, I intend to serve the mem-
bership of this union by visiting
ships. I will resolve problems, keep
members informed, and to pass com-
munication back to union leadership.
I feel very strongly that the
MEBAFIRST slate best represents the
future of our Union with honesty,
integrity and an openness that is
essential for our continued success.

I look forward to your support for
myself and for everyone else on the
MEBAFIRST slate.

BILL McHUGH

1987
Graduate
Massachusetts
Maritime
Academy
Twelve years
MEBA Deep-sea
Sailing Expe-
rience
Active
Member and

Regular Meeting Attendee
Shoreside Business Experience
Employing Union Labor

Dear Brothers and Sisters,
I am enthusiastic to serve the
MEBA Membership as Patrolman for
the Port of New York. I believe my
sea-going career and employment
experience ashore will prove to be a
tremendous asset to our union. I am

a true advocate of organized labor,
and believe there is no finer example
of a democratic labor union than the
MEBA. In addition to my sea-going
career, I have been employed manag-
ing the daily operations of a contract-
ing company utilizing union labor.
This has afforded me strong commu-
nication and organization skills and
the opportunity to become familiar
with the business atmosphere ashore.

During my tenure in the MEBA I
have been employed by Apex
Marine, Energy
Transportation/ProNav Ship
Management, Mormac Marine
Enterprises, and most recently
Nicholas Bachko Company. The ves-
sels and cargo may have varied, but
the highly skilled individuals of the
MEBA and their strong work ethic
were a constant. I am certain there
are no finer Marine Officers and
Union Members in the world! So
why are we faced with dwindling
employment prospects, a failing
medical plan, and poorly negotiated
contracts? The answer is lack of
preparation and the inability of our
administration to function as a unit.

As New York Patrolman I will
provide effective communication
between upper level union leaders
and the rank and file. Enforce work
rules and contract related issues for
the benefit of the *members*, and work
closely with the complement of
union officials to give the MEBA the
support it requires in these uncertain
times. I will be available at the hall
and aboard the vessels calling on
ports in the New York area to pro-
vide you with the latest develop-
ments, and convey your concerns
and expectations to the DEC.
Teamwork and communication are
essential to our success.

Time is of the essence, we must
take a proactive approach immedi-
ately to secure our futures. Allow me to
work for you as Patrolman in the Port
of New York. With the **MEBATEAM**
at the controls, our union can be
steered to her once prominent
stature.

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF NEW ORLEANS

M.I. "MOOSE" MALLINI



Let's heave anchor on administrators that are going astern, ring up a full ahead bell, and have it answered by the membership.

Jobs Jobs Jobs

The future of our union lies in the creation of

employment for the youth of our industry. Tomorrow is here! We as a union must do what it takes to maintain and employ a diverse group always looking to the future.

Jobs Jobs Jobs

MEBA PCD 1 members are disciplined, dedicated, informed and proud!!!! However it is time to add to these traits and include one needed desperately for our survival, it is INVOLVEMENT!!!!

You as members are needed!!!

Jobs Jobs Jobs

Volunteering to work on the informational picket and strike in Chicago Ill. against Riverboat Services, I found out exactly what makes a successful picket line run. I also learned that the most important element in keeping the successful picket line in motion is involvement by disciplined, dedicated, informed and proud members.

You as a member are needed!!!

This strike and picket also taught me

that a substantial and properly managed strike fund is of the utmost importance and necessity.

Jobs Jobs Jobs

The experience I gathered on the SMART CAMPAIGN in So. La. (a dedicated AFL CIO organizing effort) honed my talents of organizing, for the MEBA an even more important need of the immediate future.

Jobs Jobs Jobs

I, M.I. "Moose" Mallini, intend to respect all our members equally and settle matters presented to me in a timely manner as PATROLMAN OF NEW ORLEANS, LA.

Given the time I will focus as much as possible on the task of improving the job market for our new and established members.

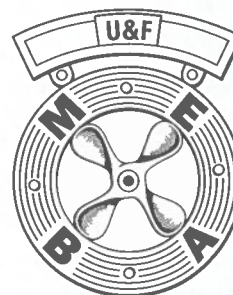
Jobs Jobs Jobs

I will support the elected officials on a man to man basis with the good of the MEBA PCD 1, always first and foremost.

HELEN SMITH



My name is Mary Helen Smith. I am running for the position of New Orleans Patrolman. I graduated from Calhoon MEBA Engineering School in 1981. I currently hold an unlimited Chief Engineer Steam



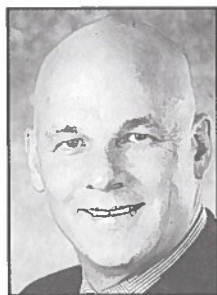
and Motor license. I was 1st A/E on the ammo ship, S/S Austral Rainbow in Diego Garcia for 5 years and currently as 2nd engineer on the ROS ship M/V Cape Kennedy stationed in New Orleans, La.

I choose to accept Larry O'Toole's invitations to join his slate because we share a common philosophy about MEBA's future. Unlike the current New Orleans Patrol I intend to stay Loyal to MEBA's leadership throughout my term. I will not engage in any type of bickering, backstabbing, or other distracting activities while in office. I will serve the MEBA membership by patrolling ships, enforcing contracts, and being helpful to the membership in any way I can.

I am a person of uncompromising convictions. I believe my tenacity can work for you. I pledge I will uphold my oath of office, my personal integrity, and the principles of AFL-CIO union membership and would appreciate your vote.

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF SAN FRANCISCO

JON N. ANDERSON



I am seeking re-election for the position of San Francisco Patrolman for the 2002-2004 term. I have had the pleasure of serving you, the MEBA membership, during the

past administration by refining the expansive craft of a skilled union official. The skills I have gained while in office have been grievance handling,

arbitration, hosting political candidate fund raising events, negotiations of contracts, day to day union hall operations, training course expansion in our union hall, networking in the maritime community and outside with other labor unions for solidarity, and communication of membership services.

The future of the MEBA has some difficult tasks coming in the immediate years. These obstacles include resolving the problem of our medical plan's sky-rocketing cost, our union's operational deficit, expansion of our job base including the non-traditional arena, regaining and maintaining political clout, and battling a rogue

(scab) maritime union against raiding our jobs. Simply put, "it's a war out there with ongoing battles and new ones on the front" that must be fought with a complete team of experienced and dedicated union officials. I believe that the best team for the MEBA's future is with the MEBATEAM that is why I am supporting its candidate endorsements. The members of this team stand on democracy for all, under the compliance of the MEBA's Constitution and By-Laws.

During my tenure as your San Francisco Patrolman, I served on nine

continued on next page

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF SAN FRANCISCO

continued from previous page

contract negotiation teams which included the Matson/ and Port Engrs., American Ship Mgmt./ and Port Engrs., Chevron, APL-POID, and Alaska Tanker Company which resulted in good contracts without cuts. Inclusive were two local contracts, which I served as Lead Negotiator, the S.F. Bay Pilots Port Engr. and Golden

Gate Ferries where significant gains resulted including a 17.25% wage increase over 3 years for the members at Golden Gate Ferries.

My commitment to learning has enabled me to obtain my Chief Engineer's license during my sailing career, and has continued as your official by taking courses that include: Organizing, Strategic Bargaining

Campaigns, Negotiations and writing contract language, Labor Law and Arbitration, Grievance Handling, and a New Trustees class. I believe to serve you, the MEBA membership, to the best of my abilities that I continue to improve upon the solid foundation that has been established with my commitment to the long haul. I thank you for your vote.

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF HOUSTON

BOB BARRON



Elections are here, and again I am running for Houston Patrolman. It has been an extraordinary experience working as Patrolman for Port of Houston.

I made two cam-

paign promises in the last election - to work for the well being of the membership and to improve the quality of our membership's future. I kept both promises. I visited the ships. I provided members information. I made myself available to help members with grievances. I did my job and I will continue to do so.

In the last three years this administration has made gains, considering the alarming rate the Merchant Marine industry is shrinking. We've increased open communication with membership, involved members in contracts, improved the computer systems, and improved some contracts. With companies scrapping ships, selling to foreign flags, limiting shipbuilding and with the Jones Act constantly threatened, we are fortunate to have made the gains we did. I am running with MEBA FIRST because Larry O'Toole has done a remarkable job considering the state of the Maritime industry and I will continue to support him.

Re-elect me for Patrolman and I will continue to do as much as I can to improve the quality of life for the membership. Just as importantly, I urge all voting members to exercise their right and vote.

Thank you for your support and your vote.

DONN REAMER



Fellow MEBA members, my name is Donn Reamer and I am a candidate for Houston Patrolman. I am a third generation seaman, 2nd generation MEBA member, and a

1979 Calhoon graduate. I am actively involved in our Union, being a member of the Financial Review Committee in 1999 and 2001, and going to the Houston hall since I was 9 years old. I have many attributes necessary for this job. My greatest strength is heart. Credentials are worthless if your heart is not in the right place and you won't put in the hours it takes to do the job. Any member that knows me knows that my heart is in the right place and I will do the work and put in the hours necessary to do the job RIGHT!

My duties as Patrolman for Houston will be to enforce your rights in accordance with the contracts and educate

you, the members, on how it applies to you. I will keep in contact with members with disputes and get them solved in a timely fashion. I will attend ships no matter what hour or day a vessel may arrive. I will supply members with information of what is happening at Union meetings and get members' input on the issues that are discussed. Such as, delivering the message that Delta Dental is rejecting so many claims they should change their name to Delta Denial: the dental plan must be improved! In addition, by keeping in contact with shipping companies and e-mail from sailing members on the ships, I will keep track of all potential port relief and sailing jobs so that all jobs get posted.

I believe that sharing our dirty laundry on the internet and our state of DIS-union is making MEBA a laughingstock to the other Unions and shipping companies. Instead, we should show them we are united. I strongly believe that we must be a UNITED Union where Members are united with Members, Union Officials are united with Union Officials and Union Officials are united with Members!

I am proud to be a part of the MEBA TEAM. I pledge to do my best for you and make Houston a working hall as never before. Please vote Donn Reamer for Houston Patrolman. In addition, cast your vote for Ron Davis, Marc Huber, Lou Marciello, Michael "Moose" Mallini and the entire MEBA TEAM. Thank you for your support!

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF LOS ANGELES

RUFUS A. BENTON

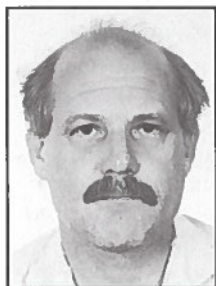


I, Rufus A. Benton, have worked in the MEBA Union for the past nineteen years. I was instrumental in the last election inasmuch as I was selected by the Los Angeles Union Hall mem-

bers to oversee the vote counting.

I have a steam and diesel license, however; I have been shipping as a 3rd Engineer on steam vessels out of the port of Los Angeles for the past three years. In my opinion this experience qualifies me to represent the membership as the Patrolman for the port of Los Angeles (San Pedro).

PHILLIP T. HELLESTO



Brothers and Sisters-

My name is Phillip Hellesto. I am running for Patrolman in the Port of Los Angeles, as well as Convention Representative. I am proud to be running with

Larry O' Toole's MEBA FIRST team and am asking for your support.

I am a long time West Coast member, currently employed as 1 A/E on a ROS ship in the SF Bay Area. I have sailed under most of our union's major agreements, both Tanker and Dry Cargo.

I have always been active and involved in the union as a rank and file member. I took part in the fight to bring democracy back to the MEBA in the early nineties. I have served as an MEBA delegate to the King County Labor Council in Seattle, as well as delegate to our 1999 District convention.

Before the birth of our daughter, my wife Sandra was on the organizing staff of the United Farmworkers in their campaign to organize strawberry workers on California's Central Coast. The defense of worker's rights has always been a priority for both of us.

The last three years under Larry's leadership have been a challenging

time for the MEBA. We have suffered defeats, but we have also made significant gains- the operating contract for the LMSR's represents our first foray into a job base that AMO has considered their own private ranch. We have won an unaccustomed organizing victory, bringing in our new brothers and sisters at the Cape May-Lewes Ferries.

With most of our major agreements concluded through the next election cycle, we can now concentrate on building our democratic union- one able to defend its members on the job, and able to defend their job base from the depredations of recalcitrant employers or low-ball employment agencies like the AMO.

Now is not the time for another change in leadership. At the convention two years ago, we, the membership, set the direction for this union. Larry O'Toole committed himself to that direction and so have I.

If elected, I pledge that I will defend our contracts with the same tenacity that I have always attacked problems with machinery. I hope that you will trust me with your vote.

MICHAEL NIZETICH



I'm Mike Nizetich and I am seeking your vote for Patrolman of the port of Los Angeles. I am a graduate of the Calhoun Engineering School and I possess a First Engineer's Steam and Motor License.

I'm 39 years old and married with two children. I feel that I am the right man for the job and here are some good reasons for making me your choice.

First of all I've been a member of MEBA for fifteen years and of those years I have been sailing off the board in L.A. as a First, Second, and Third Engineer. I have worked for most of the companies with which we are contracted, I know the union hall and how it operates.

Second, I will listen to the you, the membership and of course be a mediator for any indifferences that come our way. I will be fair and I will enforce the contracts with diligence.

Third, being a native of San Pedro and a second generation MEBA mem-

ber has its benefits. My father worked in the Los Angeles harbor for over 35 years as a MEBA tugboat engineer. Our heritage runs deep in the maritime industry. It is important I feel, to have a patrolman who grew up in the harbor area. With my background I will be able to form solid relationships with other harbor area unions. With this qualification I can be a valuable asset to Ron Davis and the MEBATEAM.

Los Angeles/Long Beach harbor is the busiest in the nation and Duncan Ballenger with Al Camelio are doing an excellent job on running the Los Angeles hall. If I am elected I will continue the tradition to provide the best possible service for the membership in Los Angeles.

MAURY WELSH



My name is Maurice Welsh, I've been called other names, but you can call me, Maury, night or day, rain or shine. I have worked up the ranks to Chief Engineer in sev-

enteen years out of the union halls. I've sailed every position on all different ships to get there. In my time I've seen reluctance to change and have heard most of the grievances about change, especially where ISO is the issue. I think it is time for ISO to be applied to the way this union is obligated to represent both upper level and lower level management billets aboard ship. I believe some of the best information is carried from ship to ship and classroom to ship by lower level management positions and those lower level positions are a conduit of information. I also believe that wrongly applied information on a "ship specific" basis and misinformation on any basis can cause major setbacks. Working in concert this union can build a strong base of technical secrets. If I am elected as your Patrolman to the Port of Los Angeles, it is my intent to collect grievance data and to develop a report to be submitted to the union for acceptance. This report would standardize, in the I.S.M. fashion, the methods for moving and implementing trade secrets aboard ship.

CANDIDATES FOR THE POSITION OF PATROLMAN IN THE PORT OF SEATTLE

MIKE JEWELL



In 1998 I ran for the office of Seattle Patrolman with my years as an Engineer and my enthusiasm as my primary qualifications. I was gratified that enough of

the Membership had confidence in me to elect me. During my term I have gained an enormous amount of new knowledge of how the internal structure of the Union works. My experience dealing with both the companies, and with the Membership searching for common ground has often been challenging, but finally rewarding, when a mutually agreeable solution was found. I thank Larry O'Toole for giving me the opportunity to organize the District Convention, it was the highlight of my time in office. I gained a true appreciation of how much a group of people, dedicated to a common cause can accomplish. You, the Membership are this Union's greatest asset. I thank you for allowing me to serve you for the past term, and ask that you vote for me again.

WIL JOHNS



I started sailing at age thirty and came up the hawse pipe with MSC. I have been very active in MEBA since joining in 1990. As many of you, I spent too long in

Group II, without a voice or a vote in our Union. During that time I sailed on mostly tankers, seeing first-hand the erosion of our pay, benefits and work-rules.

In December 1992, I walked the picket line in Portland, during the dark days of DeFries/Dodson, advocating our Union's democracy. I spent time preserving our property rights against the NMU at Fort Apache, the old Wilmington, California, Union hall. I have been attending maritime trade round-table sessions since 1994 with local US Senate and House members to promote our Union's interests. In 1998 Seattle elected me to the Tally Committee where I served as Recording Secretary. Our report was well received and will be used as a model for future committees.

With my efforts, MEBA has joined the Northwest Oregon Labor Council where I serve our membership as an active delegate. I also attend the Executive Board meetings. I was Director of Statewide Field Operations for the Oregon Secretary of State in the last election where I was recognized for my ability to properly plan, build on projects and follow through. Presently, I intern with a state representative in the Oregon House, allowing me to keep MEBA a known local force.

Every, single member is important, no matter which bargaining unit. The most significant improvement I promise is to greatly improve the record of visits for each ferry, dredge, NOAA and MSC vessels, plus our shoreside offices. I am dedicated to this ambitious undertaking, which will require using my own free time, as those of us familiar with the Pacific Northwest know.

MEBA TEAM wants a further strengthening of our influence in Alaska and Washington. I can do it. My contributions to the Union and our community demonstrate my dedication and ability to raise the profile of MEBA in the Pacific Northwest. We have an ambitious agenda and we can succeed. In order to keep our deep-sea jobs, we must educate our local, state and federal officials about the preserva-

tion of the Maritime Security Program.

My talent, enthusiasm and attention to detail are essential assets to be your next Patrolman. The stakes are high. You have a choice. Together we can achieve these goals..

DAVID STRIDE



This letter is to announce my candidacy for election as Patrolman of Port of Seattle and to ask for your support.

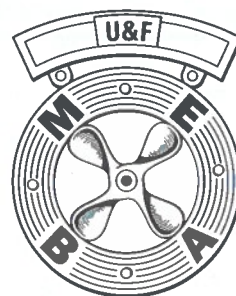
I graduated from Calhoun MEBA

Engineering School in 1982. Now, in 2001 I hold a first engineer's license, steam, and motor.

I grew up in the Pacific Northwest, and am a second-generation merchant mariner. In the past 18 years I have sailed out of Seattle and Portland, as a relief /rotary engineer my entire career. I know the area, and most of the contracted ships that call in the Pacific Northwest. I will visit every contracted ship every time it calls here.

My father was a good union man and I was brought up listening to the history of maritime labor unions, so there is a strong union tradition in my family. I owe a lot to labor unions and I can give something back by becoming your Seattle patrolman.

Thank you for your consideration and your vote.



CANDIDATES FOR REPRESENTATIVE TO THE NATIONAL MEBA CONVENTION

PETE ACCELTURO



The position of representative to the Convention is not just a free trip and dinners. It is a position of trust given by the membership for that representative to protect and uphold the constitution of the Union.

I've been politically active in this Union since 1989. I've worked with the MAD committee as a member in 1990 and was a Seattle Area Co-ordinator. I was a strike captain in Seattle during the Union Oil picketing, and was on the strike line of A.P.L. I've also been a part of many other Labor issues. I was twice elected as Seattle alternate for the Financial Review Committee.

I'm asking the membership to vote for me as their representative. I will attend the Convention and vote in the best interest of the members as a whole. I believe each of us has individual goals, some of which are not the same for other members. But I believe if we all work at building the strength of the whole Union, that it will take care of each member's individual needs.

PATRICK D. ANDERSON



Keeping MEBA Rank and File, Informed and Included in the Process

- Port Engineer Cranes CSX (Formerly Sea-Land)
- Served on contract negotiations team for

Sea-Land Port Engineer's Contract '99

As part of the negotiation team between Sea-Land and MEBA in '99, I was an integral part in negotiating one of the best Port Engineer's contracts in the history of MEBA. I kept all engineers informed during negotiations, seeking each engineer's counsel in

what they wanted addressed in the contract. I had language inserted into the contract that allowed Port Engineers to go back to the MEBA School and get their STCW certificate without using their vacation time. I also helped retain language that the company wanted removed concerning emergency leave.

I was first to question the Maersk/Sealand acquisition and its impact on all port engineers and sailing members. I was the first to question what impact of being a subcontractor to Maersk would be, and the effect on the jobs of the MEBA. Our questions were never answered by the current administration, and the contract was signed without a vote, input, or voice from the rank and file. As a consequence the MEBA Port Engineer's jobs can be eliminated with a 90-Day notice from the company, with MEBA having no recourse. Our voice must be heard because these have been MEBA jobs for over 30 years, jobs that can be eliminated in one stroke of the pen.

As your delegate I will keep you informed on all agendas whether good or bad. I believe the best decisions are made when all the information and input is available to all that are part of the process - **The Rank and File.**

DUNCAN BALLENGER

(No photo submitted)

I would like to represent the M.E.B.A. membership at the National Convention as a delegate. Being a delegate at the last convention gave me invaluable experience. I believe that the 7 years that I served as a union official has given me knowledge of the membership's issues and therefore I will be a good advocate for the membership. Join me in supporting the MEBA TEAM in this election. Please vote for Duncan Ballenger as delegate to the National Convention.

BOB BARRON

(See Page 16)

ERIN NEVILLE BERTRAM



I am running for Delegate to the National Convention. A Delegate can affect the National MEBA Constitution by which our union is governed. Subject to some limitations, the

delegates have the power "to amend or repeal" any Article or Section of the National MEBA Constitution. Do not select your delegates lightly.

I sailed out of the Houston hall since I graduated from the Texas Maritime Academy in 1991. In 1998, I was a member of the Credentials Committee. In 1999, I was a member of the Constitutional Committee. My life was turned upside down in 1999 with the birth of my son and the death of my husband. Unable to sail, I was given an opportunity to work for the union as a dispatcher in Houston. Gladly, I accepted this position. In the hall every day, I hear from the membership issues that are important to them. It is with this knowledge and input that I feel I can represent our members at a National Convention.

J.B. CHRISTENSEN



Dear Brothers and Sisters of the MEBA: I seek the position of Delegate to the National Convention. I will be a positive influence by providing a modern perspective on the operation of our

organization and assisting in strengthening our association.

J.B. Christensen

- active member since my graduation from CMES in Baltimore,
- I frequently attend union meetings,
- check off on PAF,
- lobbied congress for MSP,

continued on next page

CANDIDATES FOR REPRESENTATIVE TO THE NATIONAL MEBA CONVENTION

continued from previous page

- proudly represented the fine Port of Baltimore in the 2000 Financial Review Committee,
- participated as a volunteer during ITF inspections,
- Most recently helped initiate the first meeting with Peak Technical Services that gained jobs with a new company.

I believe in our union and promise to be active even after I retire. I look at where I am in life and give a large portion of the credit for my success to the MEBA, our members and the staff.

I think the current administration has certainly put forth some effort in negotiating numerous contracts that have come up in the last three years and for this I thank each one of them for their successes in fulfilling their roles. I have no personnel grievances or animosity towards any of the current officials that chose not to join the MEBATEAM. Each election, we must evaluate the past administration at every position to see where we can make improvements.

To make MEBA run more efficiently we need an effective team of leaders. From top to bottom, leaders who will work together at making the tough calls. Leaders assisting our membership whenever there is a legitimate beef. Leaders working as a team to strengthen our bargaining positions so that we enjoy lucrative contracts. Leaders to gain new jobs.

I hope you too are concerned about:

- our shrinking fleet,
- assaults on the Jones Act,
- eradication of MARAD,
- anti-union sentiment,
- exorbitant lawyer's fees,
- Our own members suing our union.

With these concerns, I feel that the MEBATEAM are the best qualified to face the times ahead.

We need the best!

We need leaders that can be a positive influence on our association like the talented, experienced and hard-working members of the MEBATEAM.

We need to elect Ron Davis for President and all the members of the MEBATEAM:

because they represent strong, effective leadership.

I would appreciate your vote in this election.

CLAUDIA G. CIMINI



The 1983 Con Edison strike in New York introduced me to the importance of labor unions. My father and uncle had worked for the electric utility

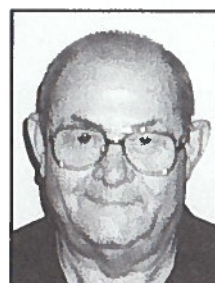
company for many years and were involved in that job action. When the strike finally ended, I asked them about their experiences. I learned something which surprised and impressed me: despite the inconvenience, people in management supported the union. They couldn't bargain for wages and benefits or go on strike the way the union could. But because of the union, management also got better wages and increased benefits.

My Kings Point cadet experience convinced me that I wanted to join MEBA after graduation. I've shipped out of East and West coast halls on tankers, containerships, RRF, and on the ferries in Washington, Massachusetts, and Alaska. I sailed on my First Assistant Engineer's license before making Group I in 1999.

I stood watches in the Boston and Seattle halls during the 1992 de-merger. In 1996, I was elected to participate in the Constitutional Review Committee where we helped draft the changes in our constitution which the membership had voted for during the previous year. Those changes gave voting privileges to the Boston, Jacksonville, Norfolk, Portland, and Tampa union meetings as well as the present day format for the introduction of and voting process for resolutions. In 1999 I participated in the District Convention.

I care about the future of our union. Inherent in membership is the obligation of involvement. Please vote for me as a Delegate to our National Convention.

ED DUDLEY



Fair and equal, is the way I treat people and the way I want to be treated. Hi, I'm Ed Dudley; I'm running for election so I can speak out and work for the

need of insuring that all members are treated fair and equal.

About myself, >1976 retired from the U. S. Navy, >1978 employed with the Staten Island Ferries, >1990 received Engineers License, >1990, supported and donated to the MAD effort of the New York Harbor, >2001, retiring from the ferries and will file in the hall.

I've always been a nuts and bolts sort of guy, who sees things for what they are and how they affect people. I see the divisions between the members in the MEBA as not being good. Some say divisions exist in order to maintain members. However I see divisions as nothing more than discrimination that will eventually destroy the membership. Obvious differences exist between the various types of jobs covered by the MEBA work force, however differences should not exist between the rights and benefits of our members. It should make no difference if you work Deep-Sea, POID, Ferries, Launch operator, or etc., etc., you are first a MEBA member and should be treated equally.

Every election cycle the politicians come around seeking votes. They listen and appear concerned about your issues, and one may think, great finally something will be done. But not necessary, because after they get elected they have more pressing issues, or haven't the time, or just plain don't care, and worst of all they won't even answer a letter. Oh how soon they forget. But now it's election again and we are sure to meet more, new best friends (until after the election). I am still waiting for a response to a letter I personally sent to our administration

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last October, with over 90 signatures inquiring about benefits. I also sent an inquiry to a major candidate in June and I'm still waiting for that response (this writing July 4, 2001). This is written for your education, beware of the politicians and get their words in writing, for whatever it may be worth.

Three years ago the Staten Island Ferries were brought into the Training Plan by President Shandrowsky's administration. Some said it was just for politics, but who cares?, it was real. We need more action like this, thank you.

PETE EBERLE



My name is Pete Eberle and I am running as a Representative to the National Convention. I have been a member of District No. 1-PCD, MEBA

since 1975 when I graduated from the Calhoon MEBA Engineering School. For the last 26 years I have worked for the Alaska Marine Highway and currently serve as Chief Engineer aboard the M/V Kennicott. I have been active in various contract negotiations with the State of Alaska since 1989 with four different Seattle Branch Agents and have served as our bargaining unit's Leave Committee Chairman several times over the years. I have learned over the years that with positive membership input we can accomplish gains in contracts and jobs. As such I have worked to keep myself involved in Union issues and participate as a Union member. I look at the opportunity to attend the National Convention as another step in Representing the membership and helping to make MEBA a better organization to belong to and be proud of.

CHARLES T. FITZPATRICK



I WANT ANSWERS. WE NEED REAL REPRESENTATION

I'm Charlie Fitzpatrick of the New York Harbor, I hold a Chief Engineer's license and work

on the Staten Island Ferries as an Engineer.

I'm a second-generation MEBA member.

I sailed unlicensed deep-sea with the MFOV

1978 I started work with the Staten Island Ferries as oiler

1987 Licensed as an unlimited engineer and affiliated with the MEBA

1990 and on, worked in support of MAD

1992>>1997 elected as shop steward

I grew up in a maritime family of both deep-sea and inland members and I understand the strain that such a life put on the family. The MEBA should always be there for the family as well as for the members.

As shop steward, I always rose to the occasion and fought for the rights of the members. I learned everyone feels their concerns are of particular importance, whether large or small, and they expect a quick answer. My practice was to always seek the true answer (good or bad) and respond as soon as possible. Every level of elected officials and their staffs should conduct this practice of concern and response to the needs of the member.

All members should be informed (in a timely manner) of any proposed changes of benefits.

All members should be offered the opportunity to participate in all the benefit plans. If there is a reason they are not allowed to do so, they should be informed in writing as to why they are not eligible.

Establish an every day spending plan of accountability with checks and balances to stop foolish spending. So money can be used to benefit the working dues paying members of the MEBA and their families.

Provide easier accessibility and distribution of information in terms understandable to the common member.

When I ask a question, I want an answer. When I send a letter, I want a reply. All the members deserve the common courtesy of having their problems or concerns addressed by an appropriate official.

All too often, elected officials forget that they were elected to serve the membership. Not for the membership to serve them. **THIS MUST STOP!**

I'm 44 years old. I live with my wife and two young daughters in Brick, NJ

E-mail address > Wildred42@AOL.COM

Your support will be greatly appreciated. Thank you, for reading my views.

MARK S. GALLAGHER



My name is Mark S. Gallagher and I am seeking your support as representative to the National MEBA Convention. I graduated from Maine Maritime Academy in 1988 and immediately

entered active duty military service as an officer in the United States Navy. During my tour of duty with the Navy, I completed a nine-month deployment to the Persian Gulf in support of operations Desert Shield/Desert Storm.

I left military service in 1992 and sailed as a relief engineer out of the hall on various dry cargo and tanker vessels with most of my sailing experience on tankers in the LNG trades.

In May 1996, President Shandrowsky appointed me to my current position as a full time Union Representative at headquarters. In this position I work as the contracts administrator, tracking and adjusting wage and benefits as required, perform research and analysis for contract negotiations, support the out ports with contract interpretation/enforcement, and most recently I was directly responsible for ensuring that all MEBA members eligible for a PRONAV sever-

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ance received every cent they were due. I collected over 12.5 million dollars for 171 individual members, reflecting 97% of the available billets without having to resort to costly arbitration.

Based upon my unwavering dedication to the membership, President O'Toole allowed me to continue my support to the Union and his Administration. His administration has done a commendable job accomplishing many of the goals set during his campaign, no small task considering the Administration had over 30 contracts to negotiate providing good jobs and benefits for the membership. This Administration has devoted significant resources to information technology bringing headquarters and the more than twenty out ports into the twenty-first century. Headquarters and the out ports are linked via the Internet and the MEBA website, streamlining the flow of necessary documentation and improving communication between them. This has saved both time and money and has increased the efficiency of our entire operation.

Positive change takes more time to accomplish than one three-year term, as union brothers/sisters, we have a responsibility to each other to allow our elected officials sufficient time to put their strategies in place and nurture them to fruition, please keep this in mind. I seek your support in electing me to the National MEBA convention, I have always relied on what is in the best interest of the membership and I will continue to do so in all endeavors.

JOHN HAARMANN



As a candidate for delegate to the National Convention I am asking for the membership's support so that the membership will have a voice in any changes to

the National Constitution that may be proposed. I have been a member of D-1 PCD MEBA since 1979 and have over 7 years experience as a representative of the Union working both in the Port of N.Y. and currently as the Jacksonville Fl. Representative. As a candidate as well as a member of D-1 PCD MEBA, I remind all of the Union members that we have an opportunity to elect a group of experienced officials who will guide our Union into the future.

As you make your choice for each elected position I remind you that continuity in office is extremely helpful for the Union to survive and grow and that voting the "slate" doesn't necessarily mean it's the best for the Union or its membership.

Also I am asking that all successful candidates in this election, especially those elected to the positions on the "DEC" resolve to work together for the betterment of the Union and its membership.

M. GARRETT HARRINGTON

(See Page 14)

PHILLIP T. HELLESTO

(See Page 17)

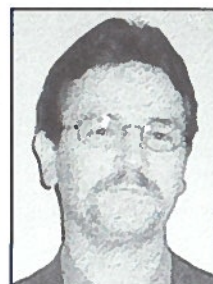
MIKE JEWELL

(See Page 18)

WIL JOHNS

(See Page 18)

RICK KING



I am a Calhoon MEBA Engineering School Graduate Group 51.

As an original MAD Committee delegate, I again ask for your support as National

MEBA Delegate.

More Importantly, I respectfully ask your support for Ron Davis and the entire MEBA TEAM.

Ron Davis's willingness to respond to membership input has resulted in one of the most favorable contracts we work under today.

I firmly believe our group has the integrity and background to effectively move our Union forward.

Your support will be greatly appreciated.

Thank You.

JIM LaRIVIERE



I have served the membership as a Union Official for the last seventeen years. I joined the Union in 1978 after graduating from Massachusetts Maritime

Academy. I attended Cornell University's Labor Studies night school while working as a New York Representative in the eighties.

I am currently serving my third term as the elected Patrolman for the Port of NY and I have been the Director of NY and Inland Harbor contracts for the Union since 1987.

I have negotiated successful contracts with the following MEBA con-

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tracted companies: New York Ferry Boats, New York Fireboats, New York Prison Boats, Delaware Pilot Boats, Columbia University's research vessels, E.T.C. Tug and Barges, Governor's Island Ferry Boats and Boston Marine Tug Boats.

I organized the NYC Prison Boats, Boston Marine and North River Tug Boats for the Union.

Over the last 17 years I have assisted 5 New York Branch Agents in negotiating the East Coast Deep Sea contracts by attending negotiations and doing research and helping with the history of the contracts.

I was the only elected official to attend and assist in the final PRONAV settlement grievance talks.

I have also had the opportunity to handle grievances for the American President Line office workers in New York, New Jersey and Chicago for two different administrations.

I have been a picket line captain in New York, New Jersey and Maryland.

I have covered more deep sea vessels and settled more grievances than any other current official. I have represented the MEBA in more arbitration and licensed review boards than any other elected official.

I have attended more MEBA conventions as an elected official than any other current member.

I currently serve on the NYC Central Labor Council, the New York Municipal Labor Committee, the Philadelphia Council AFL-CIO and I am a delegate to the NJ State AFL-CIO Council.

I support Ron Davis and the MEBA Team.

I have been going to MEBA Conventions for 17 years, with your support I will have the opportunity to serve the membership at the next convention.

Thank You

TOM LINSKY



License- Chief Engineer steam & Motor

Graduate Maine Maritime Academy Class-66
President & General Manager - Gloucester Drydock Co. 1975-1985

Sailed permanent w/Afram lines all positions thru 1994

Port Engineer for Fenton Marine during Desert Storm

Currently sailing Sealand Vessels (off the board) since 1994

I am a deep sea member and I want to go to the convention to see that deep sea members get all that everyone else gets. As general manager of a shipyard and port engineer it was easy to see how the little guy got the short end of the stick. I want to go to the convention to try to stop this. I have spoken up many times over the years at the Boston meetings for the rank and file and will continue to do so in the future.

Our union is the most democratic in the industry (look what happens to the guys that speak out at AMO or SIU)

I WANT YOUR VOTE TO HELP KEEP IT THE MOST DEMOCRATIC IN THE INDUSTRY.

M.I. "MOOSE" MALLINI

(See Page 15)

ROBERT L. MARTIN



My name is Robert L. Martin I am a MEBA D1 Deep-Sea Engineer and I ask the membership to vote for me as a Delegate to the National Convention.

I've worked my way through the hawspipe and was encouraged by various MEBA D1 engineers to pursue my license, then joined MEBA D1 as an engineer. I attended International Technical Institute and General Electric School in Roanoke, Virginia for Electrical/Digital Drive systems. I hold a First Assistant Engineer License and have worked as a Shipboard Engineer, temporary Crane Engineer, CMES Instructor/ Curriculum Development of the Crane Courses and MEBA/AFL-CIO/UPBP Organizer.

During the past two years I have worked as an Organizer for MEBA and AFL-CIO/UPBP as Benefit Coordinator. I developed a national and local benefit plan for future union members and their families. These tools enhance the lives of members/families and help stimulate union organizing efforts. I also started the fundraising department and coordinated a major event; this will help our efforts developing Strike funds, PAF funds and Good and Welfare funds. The experience and knowledge acquired while working for MEBA D1 are unique qualities and I want to share these ideas at the National Convention as your delegate.

I say, "Organizing is the life blood in the veins of every union" without it they will surely die. With an agenda that focuses on organizing new companies and expanding the current job base we can successfully grow in "Unity & Friendship."

JOYCE HANSON MATTHEWS



The MEBA taught me a trade and enabled me to make a decent living as a Marine Engineer. Though I am nearing the end of my career, I feel obligated to

continue to do my part in making the

continued on next page

CANDIDATES FOR REPRESENTATIVE TO THE NATIONAL MEBA CONVENTION

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MEBA a strong and vibrant union in the future. I was honored to be chosen to attend the last convention, and felt I was successful in helping to preserve the exclusive right of District No. 1 - PCD, MEBA to hold the AFL-CIO charter for Licensed Merchant Marine Engineering Officers.

I believe that the **MEBATEAM** is best equipped to provide the necessary leadership because of the slate's collective knowledge and experience. I have known Ron Davis since we were classmates at Calhoon and I respect him for what he has accomplished thus far. As a member of several recent administrations, Ron is in the unique position of being able to provide the continuity in leadership we desperately need if we expect any of the MEBA contracted companies to take us seriously during contract negotiations.

Do I agree with each and every decision that Ron Davis or his running mates have ever made? **NO.**

Do I think they represent our very best chance for the future? **YES.**

Do I think I will represent you well as a delegate to the National MEBA Convention? **YES, INDEED!**

JOSEPH P. McELHINNEY

(No photo submitted)

My name is Joseph P. McElhinney.

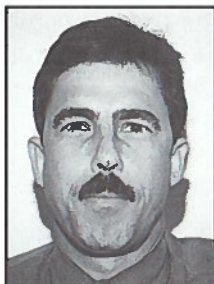
I am running for delegate to the National Convention.

I have been a member of MEBA since 1977. I have been sailing primarily as Chief Engineer since 1985 on TSC contracted companies, Mormac and MTL.

It is important for all members to vote; and to consider voting for delegates representing not only all the geographic regions, but all the various contracted companies that represent this union. I feel that a convention comprised with delegates chosen from this criteria will enable all members to feel that their voices and concerns are heard and respected.

Thank You

A.J. McINTYRE



1977 - Joined the M.E.B.A.

Graduate from Calhoon Engineering School

USCG License First A/E Steam, Motor, and Gas Turbine.

1981-2000.

Sailed relief out of the Hall and permanent with ETC.

2001 - M.E.B.A. Representative in Norfolk, Virginia with Tom Lilley.

As candidate for Convention Representative, it is my only wish to serve the M.E.B.A. membership to the best of my abilities, without any political bias.

WILLIAM (BILL) MEREDITH

(No photo submitted)

I am asking for your vote as convention delegate so I can help make our Union stronger. I believe what is good for the Members is good for the Union because we the Members are the Union.

MARIO MICOMONACO

(No statement submitted)

(No photo submitted)

ALANA NEWMAN



My name is Alana Newman. I have been a member of the MEBA for 23 years, working for American President Lines. For the past four years I've been a union delegate in the POID unit, handling griev-

ances and issues involving Seattle POID members. I've participated in the last two contract negotiations for POID as a contract bargaining committee member. I am a union activist out of

the Seattle hall. This past year I served on the Financial Review Committee.

I have seen the power of solidarity and unity within this union. I have seen the power of democracy in this union. The MEBA needs to grow. We need jobs. We need to organize. We need good contracts. United and working together the deep sea, licensed and unlicensed, POID and CB&J members will achieve and maintain these goals. We all need to participate; we all need to be active and involved. I want to serve as a delegate to the National MEBA Convention. I ask for your support and your vote.

RUSSELL RIPPETOE

(No statement submitted)

(No photo submitted)

JOHN SCHOOFF



As a candidate for representative to the NMEBA Convention I am asking for your vote.

I joined MEBA District No. 1 in January 1980 after sailing unlicensed with The National

Maritime Union.

Since then I have sailed Chief Engineer to 3rd Assistant Engineer on MEBA contract vessels.

As of April 1997 I have been serving you as the New Orleans Hall Dispatcher.

I believe I am experienced and qualified to ask for your vote as Delegate to the Convention.

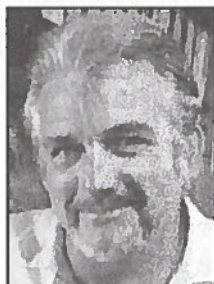
I also feel that my background in shipping and working for the Union gives me the knowledge and experience to best serve our members' needs and problems.

I have always believed in MEBA and will work with other Delegates and the Membership to represent your interests to the best of my ability.

I ask for your support in my bid for Convention Delegate. Together we can make a difference.

CANDIDATES FOR REPRESENTATIVE TO THE NATIONAL MEBA CONVENTION

WILLIAM P. SICKLES



Joined MEBA in 1977 after graduating Mass Maritime Academy. Started sailing Chief Engineer for Central Gulf Lines in 1992. Even though I've been permanent-

ly employed for the past 12 years I rarely miss a Union meeting while on vacation. It's even rarer that I don't have something to say at those meetings questioning the last 4 administrations. Sailing an average of 200 days over the past 9 years I understand how hard it's become to make a living. If elected delegate I will continue to push the issues of pension equality, standardized contracts, and increasing benefits for members. A vote for Bill Sickles is a vote for the working MEBA membership.

HELEN SMITH

(See Page 15)

"DON" WEAVER



My name is Don Weaver. I am running for Delegate to the National Convention. I work for Washington State Ferries.

During my time as a MEBA member I have volunteered my time in service to the membership through working on negotiating committees including grievance and contract compliance. I was a Delegate to the first District Convention, serving on the Non-Deep-Sea Committee. Prior to join-

ing MEBA I was a shop steward for the Teamsters Union, and crew captain in a job that required good communication and people skills in addition to logistical planning and attention to detail. Additionally I was a Superintendent on the Alaska Pipeline, overseeing the work of multiple Craftsmen including Plumbers, Pipefitters, Carpenters, Electricians, and Teamsters, responsible for dove-tailing all these various workers into a cohesive unit. I have worked tirelessly throughout my working life to promote Unionism, encouraging employers who have not previously used Union labor to utilize Union labor. I feel that my combined years of varied experience will give me a unique world-view as Delegate, to help the MEBA to navigate the course to a successful future. I will dedicate my time and effort to the betterment of the MEBA. I respectfully ask that you vote for Don Weaver as Delegate to the National Convention.

MEETING SCHEDULE

Port	September	October	November
Baltimore	Tues. 4	Tues. 9	Tues. 6
Boston	Tues. 4	Tues. 9	Mon. 5
Calhoon School	Closed	Wed. 10	Wed. 7
Charleston	Fri. 7	Fri. 12	Fri. 9
Honolulu	Fri. 7	Fri. 12	Fri. 9
Houston	Tues. 4	Tues. 9	Tues. 6
Jacksonville	Wed. 5	Wed. 10	Wed. 7
Los Angeles	Thurs. 6	Thurs. 11	Thurs. 8
New Orleans	Wed. 5	Wed. 10	Wed. 7
New York	Thurs. 6	Thurs. 11	Thurs. 8
Norfolk	Thurs. 6	Thurs. 11	Thurs. 8
Portland	Wed. 5	Wed. 10	Wed. 7
San Francisco	Tues. 4	Tues. 9	Tues. 6
Seattle	Tues. 4	Tues. 9	Mon. 5
Tampa	Thurs. 6	Thurs. 11	Thurs. 8

Special Meetings, Week of November 26, 2001

According to the MEBA Constitution and By-Laws, Special Meetings will be held the week of November 26, 2001 to elect members of the Tallying Committee.

Members of the Tallying Committee will be elected at the meetings in New York, Baltimore, Seattle, Los Angeles and Houston. Alternate members will be elected in New Orleans and San Francisco.

According to the MEBA Constitution and By-Laws, no MEBA official or candidate for office is eligible for election to the Tallying Committee.

✓ DO BUY

Union Made Home Products

In the market for kitchen appliances, power tools or sporting goods? Members of the Boilermakers produce some of the best-known and most reliable home products available. Here's a short list of just some of the products you'll find at retail stores in your neighborhood. Remember, some of these products may be produced in factories both in the U.S. and elsewhere. So, even if the product or brand name matches a Boilermaker product, check the label to make sure that it was made in America.

Kitchen Items & Cooking Equipment

Aluminum Foil
Reynolds

Built-in refrigerators
Whirlpool

Can openers
Swing-A-Way

Commercial food equipment
Hobart

Cooking/ food oil
C Humko

Gas and electric ranges
Premier

Ovens, broilers, griddles, fryers
Comstock Castle Stove

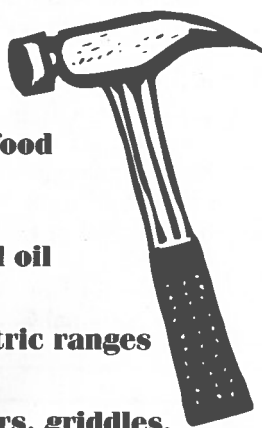
Ovens, cook tops, hoods
Thermador

Ranges, deep fryers
Vulcan

Stainless steel kitchen equipment
Hudson Food Service

Stainless steel kitchen products
Servco Co.

Stoves, cook tops, pots
Wolf Range Co.



Power Tools and Hand Tools

Automatic wrenches
Edgerton Forge

Cutting tools
Ohio Metal

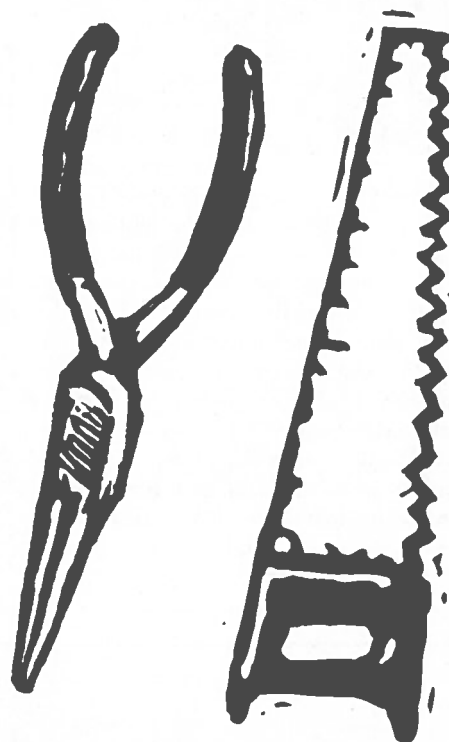
Garden tools, pitchforks
Union Tools

Pliers, hooks
Klein Tools Inc

Striking tools, crow bars
Warwood

Tools
Armstrong, Klein Tools, Snap-on Tools

Wet/dry vacuums, tools
Craftsman, Ridgid



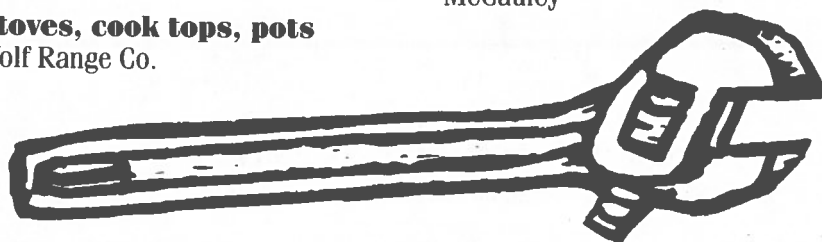
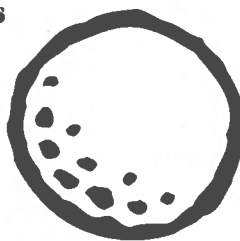
Sporting Equipment

Boat Trailers
E-Z Loader

Golf Balls
Spaulding

Golf Clubs
MacGregor

Propeller Blades
McCauley



Heating Equipment

Fireplace inserts, wood stoves
Hutch

Floor, wall furnaces, room heaters
Empire Comfort

Furnaces, heaters, fireplace accessories
Cozy

Gas & wood heaters
U.S. Stove

Heating equipment
Heil, Arcoaire, Tempstar, Comfortmaker, MagicAire

ELECTION CAMPAIGN MAILING INSTRUCTIONS

Requests for a list(s) of membership addresses from Headquarters for the purpose of a District No. 1-PCD, MEBA election campaign related mailing must be made in writing. The request should specify whether a list of the entire District No. 1-PCD, MEBA membership or one or more subset(s) of the membership (i.e., by bargaining unit or geographical location) is needed. Mail the request to: **District No. 1-PCD, MEBA, Attn: Campaign Mailing, 444 North Capitol Street, NW, Suite 800, Washington, DC 20001**

Accompanying the list(s) request, enclose a check in the amount of \$35.00 per list run made payable to District No. 1-PCD, MEBA, to cover the costs of producing the mailing list and courier service to the mailing house.

The mailing house is Accumail, Inc., the same company used in the 1995 and 1998 District No.1-PCD, MEBA elections. The labels will be sent directly to the mailing house and the candidate will at no time have direct access to the labels. Those requesting labels are responsible for contacting Accumail to arrange payment for their services including postage: **Accumail, Inc, Peg Dishong, President, 3381H 75th Avenue, Landover, MD 20785, Phone No. (301) 322-4900/Fax No. (301) 322-4904**

Headquarters will produce the mailing list(s) in a timely manner upon receiving the written request and accompanying check. Once the list has been produced, the address count will be made available in order for a candidate to know how many mail pieces to produce.

The list(s) immediately will be forwarded to Accumail when the candidate's mailing arrives there, and Headquarters is so informed by the mailing house.

In addition, as per the National MEBA Constitution, (Article 10, Section 8(g)), "Every bona fide candidate for election to office in the District shall have the right, once within thirty (30) days prior to an election for which he is a candidate, to inspect a list containing the names and last known addresses of all members of the District, who are subject to a collective bargaining agreement requiring membership therein as a condition of employment."

MEBA BY-LAWS - ARTICLE TEN

Section 4(a)

A Tallying Committee of five members and two alternates who are in attendance shall be elected at a special meeting held in the Ports of New York, New Orleans, Houston, Baltimore, Seattle, San Francisco and Los Angeles one week prior to the December meeting of the election year. One member shall be elected at each of the meetings at the New York Branch, Baltimore Branch, Seattle Branch, Los Angeles Branch and Houston Branch and one alternate shall be elected at each of the meetings at the New Orleans Branch and San Francisco Branch. No officer or candidate for office or job shall be eligible for election to this Committee.

The elected Tallying Committee of five men and the Impartial Administrator shall, on the morning of the regular December meeting [December 3, 2001], proceed to the depository and obtain all the ballots which shall be retained in the custody of the Tallying Committee and the Impartial Administrator until such time as the ballots are checked and counted.

Impartial Administrator and Duplicate Ballot Information

The Impartial Administrator is American Arbitration Association (AAA) at the address listed below. In the event you do not receive a ballot or it has been lost or mutilated, a member can request a duplicate ballot in writing to the Impartial Administrator at: **Mr. Kenneth Egger, American Arbitration Association, 230 South Broad Street, Philadelphia, PA 19102 Phone No.: (215) 732-5260 Fax No.: (215) 732-5002**

Please make sure you include your address to send the duplicate ballot. If the original ballot and duplicate ballot are both cast, neither ballot shall count.

All members are urged to vote in this important union officer election and to be in good standing (dues paid to December 31, 2001) at least 15 days before the close of balloting on November 30, 2001.

If you have any questions, please feel free to contact MEBA Headquarters.



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



CREDIT CARD

A special, union-endorsed credit card. Features include a competitive-rate, no annual fee and a unique, valuable Member Advocacy Program.

To apply: 800-522-4000



LIFE INSURANCE

Term insurance at low group rates and premium waiver during layoffs.

For information: 800-899-2782



HEALTH SAVINGS

Save on prescriptions and vision care for a low annual fee.

For information: 800-228-3523



LOAN PROGRAM

Competitive-rate personal and home equity loans, with affordable monthly payments.

To apply: 888-235-2759



MORTGAGE & REAL ESTATE

Competitive-rate mortgages for home purchase or refinancing.

For information: 800-848-6466



DENTAL & VISION

Savings on out-of-pocket dental and vision care. Low annual fee covers the entire family.

For information: 800-257-8352



ACCIDENT INSURANCE

\$10,000 of Workplace Accidental Death insurance at no cost to you, plus low rates on additional coverage.

For information: 800-899-2782



LEGAL SERVICE

Free and discounted legal assistance. Free consultation and free document review.

For referrals: 888-993-8886 or visit www.unionprivilege.org or



FLOWER SERVICE

Save money when you send flowers, order toll-free, 24 hours a day, 365 days a year.

For information: 888-667-7779



EDUCATION LOAN

Educational assistance to union members and their families.

For information: 877-881-1022



FAMILY SAVERS

Savings on products and services including car rentals, hearing aids, interstate moves and more.

For information: 800-452-9425



MOTOR CLUB

Affordable and reliable sign-and-go roadside service.

For information: 888-330-8801



Working For Working Families

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

MEBA DIRECTORY, D1-PCD

HEADQUARTERS

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

Visit our website at
www.d1meba.org

PORTS

Baltimore

1003 Eastern Avenue
Baltimore, MD 21202
410-685-5354 or 5359
Fax: 410-685-5355

Boston

Marine Industrial Park
12 Channel St., Suite 606
Boston, MA 02210
617-261-2338 or 2339
Fax: 617-261-2340

Charleston

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

Corpus Christi

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

Ft. Lauderdale

3303 NW 55th St., Bldg. 14
Ft. Lauderdale, FL 33309
954-484-8777
Fax: 954-739-0888

Honolulu

707 Alakea St.
Honolulu, HI 96813
808-533-1910
Fax: 808-533-1911

Houston

316 Broadway
Houston, TX 77012
713-923-9424
Fax: 713-923-2749

Jacksonville

Interstate North Office Center
435 Clark Rd., Suite 106
Jacksonville, FL 32218
904-765-6100
Fax: 904-765-4050

Los Angeles

2500 Via Cabrillo Marina, Suite 204
San Pedro, CA 90731
310-548-7358
Plans: 310-547-1264
Fax: 310-547-3290

New Orleans

811 Carondelet St.
New Orleans, LA 70130
504-523-1884
Fax: 504-523-6911
Plans: 504-523-5542

New York

30 Montgomery St.
Second Floor, Suite 220
Jersey City, NJ 07302
201-433-7700
Fax: 201-433-7959
Plans: 201-433-8286

Norfolk

1058 W. 40th St.
Norfolk, VA 23508
Offices: 757-440-1820
Hallway: 757-489-2814
Fax: 757-489-4126
Plans: 757-489-8946

Panama

Antonio Regist, Rep.
Luis Yau Chaw, Rep.
Apartado 135,
Balboa, Panama
Republica de Panama
011-507-260-2265
Fax: 011-507-260-7074

Portland

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

San Juan

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

San Francisco

340 Fremont St.
San Francisco, CA 94105
Office: 415-421-9620
Dispatcher: 415-362-8510
Fax: 415-543-2022
Plans: 415-495-8080
Plans Fax: 415-495-3022

Savannah

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

Seattle

732 S. Homer St.
Seattle, WA 98108
206-762-0803
Fax: 206-762-6163

Tampa

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

Wilmington

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

MEBA PLAN OFFICES

MEBA Benefit Plans

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

MEBA Towboat Operators Pension Trust

1007 Eastern Ave.
Baltimore, MD 21202
410-547-9111
Toll Free: 800-811-6322

MEBA DIVISIONS

City & Borough of Juneau (CBJ)

229 Fourth Street
Juneau, AK 99801
907-586-6040
Fax: 907-586-8216

Professional, Office & Industrial Division (POID)

5025 West Lake Place
Littleton, CO 80123
720-283-1568
Fax: 720-283-1569

TRAINING

Calhoon MEBA

Engineering School
Henry Phillips, Director
27050 St. Michaels Rd.
Easton, MD 21601
410-822-9600
Fax: 410-822-7220

MEBA AFFILIATES

Association of Los Angeles Deputy Sheriffs (ALADS)

Bud Treece, Executive Director
828 W. Washington Blvd.
Los Angeles, CA 90015
213-749-1020
Fax: 213-747-2705

California Association of Professional Employees (CAPE)

Raul Escandon, President
1910 W. Sunset Blvd., Suite 600
Los Angeles, CA 90026
213-484-0400
Fax: 213-484-4963

International Transport Workers Federation (ITF)

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

National Federation of Public and Private Employees (NFOPAPE)

Walter J. Browne, President
1700 N.W. 66th Ave., Suite 100
Plantation, FL 33313
954-797-7575
Fax: 954-797-2922

National Weather Service Employees Organization (NWSEO)

Ramon Sierra, President
1924 Tanglewood Dr.
Brownsville, TX 78521
210-541-5920
Fax: 210-504-0791

Professional Airways Systems Specialists (PASS)

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

DIAGNOSTIC CENTERS

Baltimore

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

New Orleans

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

San Francisco

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

Course Schedule for 2002

ADVANCED FIRE FIGHTING / HAZARDOUS MATERIALS TECHNICIAN

(2 Week Course) 18 students maximum
 March 11 – March 22
 April 15 – April 26
 April 29 – May 10
 June 3 – June 14
 July 29 – August 9
 September 9 – September 20
 October 7 – October 18
 October 28 – November 8
 November 11 – November 22

ANALOG ELECTRONICS

(4 Week Course) 16 students maximum
 January 21 – February 15
 August 5 – August 30

APPLIED DIESELS

(4 Week Course) 12 students maximum
 April 1 – April 26

BASIC COMPUTERS

(2 Week Course) 12 students maximum
 January 7 – January 18
 January 21 – February 1
 February 25 – March 8
 April 15 – April 26
 April 29 – May 10
 September 9 – September 20
 October 7 – October 18
 December 2 – December 13

CONTAINER CRANE MAINTENANCE

(3 Week Course) 12 students maximum
 April 29 – May 17
 September 9 – September 27

CONTAINER REFRIGERATION

(2 Week Course) 12 students maximum
 April 1 – April 12
 June 3 – June 14
 August 19 – August 30
 September 9 – September 20
 December 2 – December 13

DATA COMMUNICATIONS & NETWORKING

(2 Week Course) 12 students maximum
 May 13 – May 24
 July 29 – August 9

DIESEL ENGINEERING

(6 Week Course) 16 students maximum
 January 7 – February 15
 October 14 – November 22

DIGITAL ELECTRONICS

(4 Week Course) 16 students maximum
 April 1 – April 26
 October 28 – November 22

ELECTRICAL TROUBLESHOOTING

(2 Week Course) 16 students maximum
 January 7 – January 18
 April 1 – April 12
 June 17 – June 28
 September 9 – September 20
 November 11 – November 22

ELECTRICITY

(4 Week Course) 16 students maximum
 February 25 – March 22
 April 29 – May 24
 August 5 – August 30
 September 30 – October 25

GAS TURBINE ENGINEERING

(4 week Course) 16 students maximum
 February 25 – March 22
 July 29 – August 23

GMDSS OPERATOR

(2 Week Course) 12 students maximum
 January 7 – January 18
 October 7 – October 18

GOVERNMENT VESSEL OPERATIONS

(2 Week Course) 12 students maximum
 February 25 – March 8
 April 1 – April 12
 May 13 – May 24
 June 17 – June 28
 August 12 – August 23
 September 23 – October 4

INSTRUMENTATION

(4 Week Course) 16 students maximum
 January 7 – February 1
 February 25 – March 22
 October 28 – November 22

MACHINE SHOP

(4 Week Course) 12 students maximum
 April 1 – April 26
 June 3 – June 28
 September 9 – October 4

MEDICAL CARE – PIC (SHIP'S MEDICINE)

(3 Week Course) 12 students maximum
 June 3 – June 21
 August 12 – August 30
 December 2 – December 20

MEDIUM SPEED DIESEL

(4 Week Course) 12 students maximum
 September 9 – October 4

PROGRAMMABLE LOGIC CONTROLLERS

(2 Week Course) 16 students maximum
 February 4 – February 15
 June 3 – June 14
 December 2 – December 13

REFRIGERATION

(4 Week Course) 12 students maximum
 February 25 – March 22
 April 29 – May 24

SHIPBOARD ELECTRICAL SYSTEMS

(2 Week Course) 12 students maximum
 February 4 – February 15
 December 2 – December 13

SHIP'S MANAGEMENT

(2 Week Course) 16 students maximum
 January 28 – February 8
 June 10 – June 21
 September 23 – October 4
 October 7 – October 18

STEAM ENGINEERING

(6 Week Course) 16 students maximum
 April 15 – May 24

LNG TANKSHIP LIQUEFIED GAS (PIC)

(2 Week Course) 16 students maximum
 October 7 – October 18

TANKSHIP SAFETY DL (PIC)

(2 Week Course) 16 students maximum
 February 4 – February 15
 June 3 – June 14

UPGRADING – ENGINEERS

(4 Week Course excluding testing)
 20 students maximum
 August 5 – August 30

WELDING

(4 Week Course) 12 students maximum
 January 7 – February 1
 February 25 – March 22
 October 28 – November 22

Applications can be obtained from the School's website located at www.mebaschool.org. Further information regarding the upcoming curriculum can be sought from Shirley Shelton at (410) 822-9600, ext. 100.