

Marine Engineers' Beneficial Association

Marine Officer



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ANTIGUA AND BARBUDA



ARUBA



BAHAMAS



BARBADOS



BELIZE



BERMUDA



BOLIVIA



BURMA/MYANMAR



CAMBODIA



CANARY ISLANDS



CAYMAN ISLANDS



GIBRALTAR



COOK ISLANDS



HONDURAS



MALTA



PANAMA



MAURITIUS



NETHERLANDS ANTILLES



TUVALU



PANAMA



ST. VINCENT & THE GRENADINES



EQUATORIAL GUINEA



VANUATU



SRI LANKA





Aboard the GREENPOINT are 1st A/E Mike Buckley III (l) and 3rd A/E Steve Curley (r) who are overhauling the Auxiliary Diesel Generator Turbocharger unit.



2nd A/E Ron Petrocelli, performing an overhaul of the compressor side of the GREENPOINT's Diesel Generator Turbocharger unit.



On the GREENPOINT (l-r) are 2nd A/E Ron Petrocelli, 1st A/E Mike Buckley III, 3rd A/E Steve Curley and Eng. Cadet Andrew MacKay.



The Chief Engineer aboard the GREENPOINT, Mark E. Engberg. The photos of his crew in this issue were taken with a digital camera.



The USS ABRAHAM LINCOLN (CVN-72) following a successful "CONREP." The CAPE GIRARDEAU delivered 247 pallets of assorted shapes sizes and weights to the carrier. The carrier's Captain issued a "Bravo Zulu" (job well done) to the crew of the CAPE GIRARDEAU calling their work "an impressive display of teamwork and professionalism."



A photo dating back to Christmas 2000 aboard the M/V SEALAND FLORIDA. In the back row (l-r) are C/E Truitt Sunderland, and KP Engine Cadet Julien Maurel. In the front are 2nd A/E Scott Sillery "retirement cruise," 1st A/E Reed Maloney and 3rd A/E Dean Bender.



Terry Sherman is secured to the scoop stretcher during a practice scenario in the Calhoon School's Ship Medicine/PIC course.



The Aircraft Carrier USS ABRAHAM LINCOLN as seen from the MEBA-manned Ready Reserve Force ship SS CAPE GIRARDEAU in February. The RRF ship was conducting underway replenishment operations (CONREP) using its forward and aft Modular Cargo Distribution System stations. The CONREP began at 0730 (in a sea state of 4 plus) and was concluded by 1300.



It's getting pretty crowded in the engine room of the USNS GORDON for this picture taken in January. Left to right are 2nd A/E Ken Nolan, C/E Matt McKeon, Technical Representative Vu Phung Lu, 3rd A/E Krista Weaver, 1st A/E Gary Bussiere, 3rd A/E Shane Lupardo and MEBA Port Engineer John Malliankis.



PRESIDENT'S MESSAGE

A Pragmatic Approach To The FOC Problem

The front cover of this edition of the *Marine Officer* depicts a system that makes a mockery out of international flag states. This system started just prior to WWII as a way for ships to circumvent neutrality laws. It continues to this day to the detriment of the national flags of most traditional maritime nations including our own. Companies call them open registries, labor calls them flags of convenience (FOC), — convenience to the shipping companies that skirt national labor laws, safety regulations, and taxes, — convenience to non-maritime nations that barter their national sovereignty for pure cash.

In spite of the substantial and coordinated efforts of the International Transport

Workers' Federation (ITF), of which the MEBA is affiliated, the FOCs have flourished and expanded. In fact, the power of the FOCs is so great that their voice matches and at times exceeds that of the world's most powerful nations at the International Maritime Organization (IMO). This was

Administrator (there is no current or acting MarAd Administrator). The luncheon was sponsored by the government of Liberia.

Because of this global strength, the ITF has had to focus less on eliminating the FOC system itself, and has concentrated more on regulat-

That is a policy of engagement with the powerful international fleets. Many of the people I meet at maritime conferences have both U.S. and foreign flag fleets. So, while we work together with the ITF to fight substandard vessels, we also need to look for international opportunities for our members aboard technically sophisticated vessels in need of our high level of professional skills. We have just entered the international market with the Global Marine contract. Our members now serve aboard a foreign flag (British — not FOC) cable-laying ship yet earn American wages and benefits. We have a role to play by raising standards globally, not just nationally.

We must continue to fight to make Congress expand the number of U.S. flag ships but we need to also recognize that we can't limit ourselves to only looking for employment aboard U.S. flag vessels. We must be willing to explore other appropriate job opportunities to maintain and expand our Union's job base.

Larry O'Toole

"...while we work together with the ITF to fight substandard vessels, we also need to look for international opportunities for our members..."

evident to me when I participated as an advisor to the U.S. delegation to the IMO in the mid-90s as the director of the Calhoon MEBA Engineering School. Panama, Liberia, along with the country of Vanuatu shaped, or more appropriately watered down, STCW and other international maritime conventions.

More recently I attended a maritime conference and saw first hand the continuing influence of the foreign shipping powers and their control of U.S. shipping and foreign commerce. As an American mariner, I was a minority at the luncheon featuring the acting deputy MarAd

ing substandard vessels and improving the deplorable wages and living conditions. The MEBA is a partner in this effort. This issue of the *Marine Officer* includes an interview with MEBA's ITF inspector Tony Sasso detailing his work on the front lines. MEBA Union officials are also stepping up our presence at ITF meetings, and signaling to our international labor partners the impact the FOC system is having upon our domestic fleet.

At the same time we increase our level of participation with ITF, there is another avenue that has not yet been fully pursued by the MEBA.

Marine Officer

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

LARRY O'TOOLE, President
BOB MCPEETERS, Secretary-Treasurer

Charles A. Titone taken in front of a picture that he donated to the Calhoon School on Light Street in April 1971. Charlie was a member of group 45 and donated the picture at the time in appreciation of the knowledge and education he obtained at the School as a Cadet. The picture was moved to Easton, MD upon the School's relocation and is now on permanent display in the model room lounge. Charlie explained the photo's history when he came back to the School while taking the Government Vessel Operations course. Thanks to Charlie and everyone else who continue to donate items to the School in order to preserve lasting memory of our maritime heritage.



On the cover: The Panamanian-flagged NEW CARRISSA after losing almost 70,000 gallons of oil in Coos Bay, Oregon in 1999. The photo is surrounded by the 28 flag of convenience (FOC) countries. Besides ravaging the U.S. coastline, the unscrupulous FOC system threatens U.S. shipping and American jobs.

New Pass-Through Deal Forged With MM&P To Put MEBA Mates To Work

After months of discussions, the MEBA and the International Organization of Masters, Mates & Pilots have crafted an agreement benefiting both Unions by putting MEBA mates to work in MM&P shipping list deck officer slots on MM&P-contracted vessels. Initially, the agreement creates potential sailing opportunities for forty STCW '95 certified MEBA deck officers with unlimited Masters, Chief Mates or Second Mate licenses. Specifically, the eligible MEBA deck officers in the program will be shipping on MM&P billets with the employer benefit contributions from those billets being "passed through" to MEBA benefit plans.

In return, the MM&P can take advantage of the skills of MEBA's senior level license holders at a time when their qualifications are most in demand. These officers will be granted MM&P Applicant shipping status while continuing benefit coverage (pension, medical, training, vacation, etc.) through the MEBA Benefit Plans Office.

This new agreement supplements an existing Pass-Through arrangement with the Tripartite Agreement covering Ready Reserve Force vessels. The MM&P and MEBA will establish a committee consisting of two delegates from each union to maintain an open dialog on new job opportunities and any other issue that may arise from this agreement. The Pass-Through Agreement will remain in full



Deck officers visiting Headquarters from the Calhoon School. They discussed the new MM&P Pass-Through Agreement that had yet to be finalized at that point.

force and effect until September 30, 2005. MEBA mates may participate in the program until the agreement's expiration or until they accumulate 20½ years of pension credit.

President Larry O'Toole hailed the agreement as yet another illustration of how MEBA members can benefit by working in tandem with another officers' union. He thanked the District Executive Committee and the Headquarters staff who worked toward the successful completion of the arrangement. "It provides a good number of MEBA deck officers the opportunity to continue their seagoing careers under a MEBA benefit package." Dan Fuller, who handles Special Projects for MEBA, along with Associate

General Counsel George Clements headed up the Headquarters staff on this agreement.

MM&P's President, Capt. Tim Brown, remarked that this is "a historic opportunity for our two unions to work together for the mutual benefit of our members. There will likely be a large number of retirements throughout the maritime industry over the next few years, leaving open many desirable opportunities for both senior and junior positions. This Pass-Through agreement will help ensure that members of the MM&P and the MEBA, deck and engine, are positioned to take full advantage of these opportunities."

MEBA Photos On Permanent Display At AFL-CIO

Three photographs of MEBA members, from the collection of Steffi Graham, have been selected by the AFL-CIO to be part of an effort to honor working men and women. AFL-CIO has assembled several massive murals that adorn the north elevator bank walls of floors two through eight at their Washington D.C. headquarters. A juxtaposition of worker photos drawn from both contemporary and archival images, the black and white photographs have been patterned together and mounted to provide a marvelous tribute to union brothers and sisters. The murals include workers representing more than 70 various occupations.

AFL-CIO selected three images of MEBA members taken by photographer Steffi Graham during her tour of the MEBA fleet that resulted in scores of stunning photographs. The murals both allow AFL-CIO to support the excellent work of labor photographers such as Steffi, and to continue advancing their headquarters as a showplace for art and culture. Steffi Graham can be contacted about her photographs at 5726 Cross Country Blvd., Baltimore, MD 21209. Phone: (410) 664-8493.

*Gary Hout
aboard the
Matson ship
MANULANI
while it was
docked in Seattle.*



*Crane maintenance
engineer Bill Farrell
standing in front of the
SEA-LAND QUALITY
in Port Elizabeth. The
third Steffi Graham
photo selected for the
mural (MEBA's Pat
Harren aboard the
KODIAK) can be
viewed on page 4 of the
September-November,
2000 issue of the Marine
Officer.*

Union Scouting High-Quality

Although MEBA members have been at the top of their professions for years, as time goes by, that routinely excellent work is being performed by aging hands. From the late 1970s until the end of the millennium, it was unusual to accept applicants to the Union since the number of existing members was sufficient to meet our obligations to the contracted-companies, in accordance with MEBA shipping rules. But in 1999, after a shift in the state of affairs, the Union opened up its books and began a large-scale push to recruit top talent into the nation's premier maritime union. This infusion of new blood will further solidify the future of our Union and ensure that capable hands will guide the next generation of seagoing vessels. MEBA has inaugurated a policy that provides a Union presence at the seven maritime academies across the country.

A fully funded training trust fund has aided the Union's designs to familiarize cadets with our AFL-CIO-affiliated Union. A commitment to institute a scholarship program at the academies and aid top-notched students interested in sea-going employment was advanced in March when MEBA's Executive Vice President Bud Jacque, San Francisco Representative Bill Ward and S.F. Patrolman Jon Anderson presented a \$12,000 check to California Maritime Academy. Atlantic Coast V.P. Paul Krupa and Secretary-Treasurer Bob McFeeters will present another \$12,000

check on behalf of the MEBA to the SUNY Maritime College in Fort Schuyler in May. MEBA President Larry O'Toole pointed out that the scholarship program "is a concrete example of our commitment to the next generation of Merchant Marine officers. Just as today's MEBA officers are sustained by the work of those who came before us, so we commit our resources to those who will come after us." The program, which will assist cadets at the State-run maritime academies, will raise the profile of our Union which has been promoted more powerfully than in recent years. Besides, normal recruiting visits, MEBA's inevitable presence on campus follows such events as "maritime afloat" days, career fairs, and graduations. The Union also typically sends a representative when an academy training ship pulls into a MEBA port town.

Representatives are often joined by MEBA graduates of that Academy to further boost the impact of the Union's presentation to aspiring seafarers. Houston Patrolman Bob Barron's recent visit to Texas A&M University Maritime School's career day was augmented by the appearance of Houston Dispatcher Erin Bertram, a school alumnus. Headquarters Representative Mark S. Gallagher is a 1988 graduate of Maine Maritime Academy and is an effective spokesperson during school visits.

Though not a prerequisite for a recruiting trip, visits peppered with an alumni presence



MEBA aboard the training vessel *EMPIRE STATE* attending a career fair for the Massachusetts Maritime Academy during a stop in New Orleans. From left to right are Capt. Lee Kincaid, (Asst. Director for Operations at the Calhoun School), Dana Woodruff (3rd A/E on the LMSR *MENDONCA*, Marc Huber (MEBA Patrolman in New Orleans), and Bruce Hartwell (Martha's Vineyard Ferry System).

make for compelling testimonials and help fresh-faced cadets forge plans for their sea-going futures.

Massachusetts Maritime Academy's training ship recently made a visit to New Orleans where it was greeted by Patrolman Marc Huber along with Captain Lee Kincaid, Assistant Director for Operations at MEBA's Engineering School. The pair was joined by 3rd A/E Dana Woodruff, whose vessel, the LMSR *MENDONCA* was docked nearby, along with three members who work aboard the training ship. Brother Bruce Hartwell is completing his Naval Reserve Duty aboard the ship, Brother Tim Brady, a Mass Maritime faculty member serves as a deck watch officer aboard the ship and Sister Carol Curtiss was sailing as a watch engineer aboard the vessel. Besides the less stringent demands of a vessel often at dock, these experienced mariners serve as teachers to the students enabling young cadets to learn from the best. MEBA hands operate several Academy training ships including the recent addition of MEBA engineers to SUNY Maritime's vessel for which the school expressly sought out our members.

Typically, a visit surrounds a presentation by MEBA representatives regarding the ins and outs of shipping with the



At a ceremony at the U.S. Merchant Marine Academy at Kings Point (l-r) are MEBA's Atlantic Coast V.P. Paul Krupa, Carol O'Toole, MEBA President Larry O'Toole, K.P. cadet Parker Larson (son of MEBA member Ward Larson), and K.P. cadet Tim Glinatsis.

Candidates for MEBA Team



The TEXAS CLIPPER II, Texas A&M's training ship powered by MEBA members.

Union followed by a discussion/question and answer segment to fully relay a good overview to the regiment of midshipmen. *Marine Officers* and MEBA hand-outs are extended to the cadets who most often are knocked out by the level of expertise available to members through our continuing maritime education programs. At a recent stop at the U.S. Merchant Marine Academy at King's Point, NY, engine cadets who sailed with MEBA engineers expressed their deep appreciation for the profes-

sionalism and knowledge displayed by our Union officers. The cadets pointed to a dedication and commitment to excellence by MEBA members that will serve as a blueprint for their own careers. Such praise for our members is characteristic during all Academy stops.

When possible, MEBA representatives organize "field trips" for cadets to the some of the vessels where our members serve and to the Union halls to gain a better sense of a seafarer's domain. Occasionally, a mock "job call" will be

staged for cadets eager to learn more about the process. Recruiting has also been assisted by the development of two new CD-ROMs that educate while offering great utility for midshipmen. One, a high-tech PowerPoint presentation, details the background/history of MEBA while presenting a general overview of pension and medical plans. It further explains requirements to achieve applicant status and describes the benefits of membership. Finally it clarifies how to join and provides extensive contact information of MEBA representatives. A second CD-ROM supplies a computerized Coast Guard license exam that allows students to prepare for this exhaustive test. Developed by MEBA retiree John Arnold, the disc has proven wildly popular with cadets.

In the coming years, cargo and passenger traffic on the seas is expected to double and ports are bracing for the subsequent demand. Our Union has provoked positive movement in Congress on important legislation that will benefit the future of maritime and accommodate our nation's continued growth. The level of technology has elevated efficiency and productivity and it appears that the talents of highly skilled mariners will be at a premium as the next class of seafarers continues a rich and unrelenting tradition of MEBA expertise.



MEBA was represented at the California Maritime Academy's Career Day. Left to right are MEBA member Brian Goldman (CMA class of '99), Capt. Lee Kincaid, Capt. Frank Johnston (MarAd Western Region Director), Bill Ward (San Francisco Representative), MEBA member Katie Haven (Alaska Marine Highway System & CMA graduate), and Jon Anderson (San Francisco Patrolman).



Houston Dispatcher Erin Bertram and Patrolman Bob Barron chat with a cadet at Texas A&M University Maritime School's career day.



Ship's Telegraph



MEBA Merchant Marine Memorial Fundraising Effort Steams Ahead

The drive to honor the legacy of MEBA's departed brothers and sisters forges on as donations continue to be sought for a memorial on Calhoon School grounds. MEBA President Larry O'Toole, at 1999's Calhoon Alumni Association picnic, announced his intentions to construct a memorial in tribute to all departed MEBA members who served our Union with such competence and dedication. He challenged the CAA to head up the fundraising drive for the undertaking. Brother Bill Van Loo, who at that time headed up the CAA, accepted the challenge to forge ahead with the endeavor. Rick Simonson, the new CAA President, has continued that noble cause. The memorial will be constructed in the lawn area between the School's Administration building, the dormitories and the Roy Luebbe Center. In recent news, the "MEBA Merchant Marine Memorial Foundation" has been incorporated to act as the primary fundraiser. This also extends tax-exempt status for the project. The group is leaning toward a centerpiece consisting of a propeller supported by an anchor on a granite island. The granite would bear an inscription to the dear departed. A brick walkway would lead up to the centerpiece. A \$100 donation will allow you to inscribe one of these bricks with the name of your choice. Design ideas for the memorial are still being discussed and input is welcomed. Photographs of members and ships that "passed in the night" are also appreciated. However it is monetary contributions that will set the memorial on a firm path to completion. Rick Simonson can be contacted about donations for the memorial at (410) 822-9600 ext. 310. You can make checks out to: MEBA Merchant Marine Memorial Foundation, Inc. Send them to CAA, P.O. Box 1404, Easton, MD 21601.

Baltimore's Branch Agent Tom Leahy secured bricks and over 20,000 pounds of granite from the School's old Light Street facility for use in the new memorial. The granite, which Brother Leahy paid for out of his own pocket, was also used to ranssemble the cornerstones at Light and Redwood Streets in the new Roy Luebbe Center at the School.



Plans Gets Wired

The MEBA Benefit Plans website is open for business! To access the Plans website, simply open your Internet browser and type in www.mebaplans.org. This will bring you to the Plans' home page and from there you can view Plan



Norfolk Representative Tom Lilley listens as Plans Administrator Allen Szymczak gives him an update on the latest regulations. Plans has just launched a new website that can save members time at www.mebaplans.org.

Regulations, amendment summaries and summary plan descriptions. You can also obtain email addresses for various departments at the Baltimore Plans Office, download and print commonly used forms and even review recent articles from the *Marine Officer*. Since no worthwhile website is ever truly "finished," the MEBA Benefit Plans will be making constant changes and enhancements to this site. Visit the site often to review these changes and to keep up to date on your benefit plans. Enjoy your website!



Katie Sails Off Toward Her Demise

The GTS *KATIE*, the ship that held the Canadian Government hostage for over two weeks, sailed off to Southeast Asia in February to be scrapped. Last Summer, lacking a suitable ship to carry its armaments, Canada relied on a foreign-flag company to transport \$200 million worth of its weapons. The freighter's owner ordered the crew to delay delivery of the arms until they received back payments owed by the ship's charterer. When Canadian commandos forcibly reclaimed vessel and cargo, the case was remanded to the courts for resolution. An out-of-

court settlement by Canada's Defence Dept. transferred almost a million Canadian dollars to SDV Logistics, the company that signed the agreement for the carriage of the armaments. The Government retained a \$285,000 (Canadian) "performance security deposit." The settlement is being used to satisfy a long list of creditors. The *KATIE* was sold to a Canadian law firm in December in a \$3 million deal. Shortly after the transaction, she pulled out of port for the last time on a course for destruction in an Indian scrap yard.



CG Sets Minimum Random Drug Testing Rate/SOCP Seeking Amendment

The Coast Guard has set the 2001 minimum random drug testing rate at 50% of covered crew members. An evaluation of data collection forms submitted by marine employers determined that random drug testing of covered crew members for 1999 resulted in positive test results 1.7% of the time. Based on that percentage, Coast Guard settled on the 50% testing rate of covered crewmembers this year. However, deep-sea crews accounted for less than 1% of the positive results while crews on inland services ballooned the percentage up to 1.7% by testing positive over 2% of the time. The Ship Operations Cooperative Program (SOCP) is working to encourage Coast Guard to recognize each unit separately and to alter the deep-sea requirement to a 25% testing rate. The Calhoon School's Assistant Director for Operations, Lee Kincaid, is a co-Chair on the SOCP.



Contract Ends 5-Year Lockout, Boycott At Crown Petroleum

Members of Paper, Allied-Industrial, Chemical & Energy Workers (PACE) Local Union 4-227 at the Crown Petroleum refinery in Pasadena, Tex., have ratified a new labor agreement with the company. The pact brings to an end a 5-year lockout of the workers from their jobs and a multi-faceted union campaign against the company that included a boycott of its products and filling stations. Many MEBA members showed sol-



An end to the five-year lockout of Crown Petroleum workers has been negotiated. MEBA members supported the workers throughout the ordeal. At a picket in Pasadena, TX last year, Crown set up a camera to spy on striking union members.

idity with picketing union brothers over the years. PACE President Boyd Young said the union members are returning to work under a contract that provides essential guarantees and protections. Local 4-227 President Mack Hickerson expressed heartfelt thanks to "the thousands of labor, civil rights, religious and environmental activists who rallied around our cause and gave life to our campaign."



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Houston Branch Agent Scott Liebling, seen here with President O'Toole, wrote a well-worded argument in defense of organized labor.



Branch Agent Delivers Eloquent Treatise On The Need For Unions

When Workboat magazine solicited views on whether workers in the Gulf of Mexico would benefit from unionizing, Houston Branch Agent Scott Liebling offered a persuasive and well-written argument for the advantages provided by organized labor. Having endured wretched working conditions as a non-unionized third engineer in his early sea-life, Brother Liebling vowed to avoid the squalid conditions typically thrust upon unrepresented ship labor. He pointed out that by ignoring the welfare of mariners, certain companies fail to realize that a partnership with a union will offer a situation where each party can mutually prosper. He noted that such benefits include, "a more stable workforce; cooperative endeavors with the union that will result in a better trained and safer workforce; uniform rules for all mariners making the manager's job easier; and union-run health and pension plans reducing the companies' administrative costs." He closed by pointing out that employers bear the responsibility for worker movement toward organization. "Workers who consistently see their concerns ignored by management will eventually take steps to rectify their working conditions. The current movement by mariners to organize is the result of "plantation" management by the companies. The bottom line is fairness in the workplace, and only by organizing will the mariners receive what should be the right of every working American."



"...I Didn't Do It On Purpose"

An Ecuadorian tanker captain showed off his mariner skills in January when he navigated his vessel aground on the Galapagos Islands. Tarquino Arevalo set aside his nautical charts and "winged it"

as he attempted to pull into the small port in San Cristobal Island. When his tanker, the *JESSICA*, plowed into the rocks outside the island, it made an unscheduled delivery of 10,000 gallons of oil into pristine Galapagos waters. The "enchanted isles," as naturalist Charles Darwin called the Galapagos, are teeming with an abundance of wildlife including the famed Galapagos Tortoises. Appropriately enough, Arevalo had parked his tanker in an area known as Shipwreck Bay. "The truth is I didn't even know the rock was there. It was overconfidence on my part, I am completely to blame," the captain admitted while fighting back tears. "I didn't do it on purpose," he announced to officials. The captain was summarily arrested and faces charges of "damaging the environment" which could net him five years of jail time. Because of the fragile condition of the ruined tanker, plans were being made to convert the wrecked carcass into an artificial reef which would eventually become a new habitat for marine life.



EPA To Build Emission Standards For Seagoing Ships

A lawsuit filed last year by a "green" organization against the Environmental Protection Agency has netted a commitment by the EPA, as part of a settlement agreement, to formulate and establish emission standards for seagoing cargo ships. The Earthjustice Legal Defense Fund, on behalf of the Bluewater Network filed the suit last year that took issue with the EPA's neglect to adhere to Clean Air Act standards and set nitrogen oxide emission standards for ship engines. The EPA claimed that they previously declined to set standards because an international treaty, the MARPOL Convention, provides measures to reduce nitrogen oxide emissions. Earthjustice argued that the treaty has only been ratified by 9% of the international shipping community and that U.S. ratification is not imminent. The settlement, reached with intervention by the Department of Justice, will require EPA to put emission standards in place by 2003 and would affect large seagoing ships such as oil tankers, cruise ships, and cargo vessels. However, the standards only pertain to new engines or those ship engines newly overhauled. A provision in the agreement allows for a cessation of the EPA's development of the standards should the MARPOL Convention be ratified by at least 50% of world shipping traffic.



MEBA Honors Friend Of The Union

President Larry O'Toole paid tribute to a longtime friend and advocate of working mariners as Headquarters thanked Christopher Young for 25 years of productive work at the Coast Guard. Young is leaving the agency after most recently serving as a maritime transportation specialist in the Coast Guard's Maritime Personnel Qualifications Division, concentrating mainly on STCW issues. Mr. Young will remain a strong contact as he joins the International Maritime Organization in London as Secretary in the IMO's Legal Committee. Despite a blizzard in the D.C. metropolitan area that paralyzed traffic, a



MEBA recently thanked the Coast Guard's Chris Young for an excellent working relationship through the years. Chris, who stepped down from the Coast Guard assumes a position in the legal department of the IMO in London. MEBA wishes Chris and his family all the best in his new position.

full group successfully greeted Mr. Young at a Headquarters get-together. Scool and MEBA officials, including Atlantic Coast V.P. Paul Krupa, along with representatives from MM&P, SIU and AMO thanked Young for a fine working relationship that will undoubtedly continue.



IMO STW Subcommittee Meets

MEBA was represented when the 32nd session of the IMO subcommittee on Standards of Training and Watchkeeping (STW) met recently in London. Discussion was held concerning the recently released "White List." It was generally accepted that the white list is only one of the measures in the STCW Convention to improve monitoring and implementation of STCW. Parties (countries) to the convention must continue to make regular reports and have independent evaluations conducted in order to remain on the IMO White List. Furthermore, the subcommittee validated IMO model courses for the Second-class GMDSS certificate and on-board

assessors. The Seafarers International Research Centre gave a progress report on the investigation of fraudulent practices and documents. The report indicates that so far, most fraudulent certificates appear in the STCW areas of basic safety training, survival craft, fire fighting, medical first aid and deck licenses. Frustration was expressed due to the fact that port state control has no way to determine whether a certificate is valid or fraudulent. The final report will be made to the IMO Maritime Safety Committee (MSC 74) in May 2001. Guidance was also developed on training in the use of ECDIS (Electronic Chart Display Information System). An ECDIS model course was validated last year by the IMO. Other items discussed included: IMO Standard Marine Communication Phrases, development of requirements for training in ballast water management, guidelines for ships operating in ice covered waters, a 2000 seafarer manpower update, minimum rest hour record maintenance, and computer based training for seafarers. The meeting, attended by the MEBA School's Asst. Director for Operations Lee Kincaid, concluded with Mr. Chris Young of the U.S. Coast Guard stepping down as the STW chairman.



Review Board Ruling Affects Rotary Engineers

The Louisiana Board of Review has ruled that a rotary engineer who "banks" his/her vacation pay or leaves the monies with the Union for a later date may be eligible to receive unemployment benefits when temporarily between shipping jobs. On the other hand, when, and if claimants draw their vacation pay, and if they are claiming unemployment at the time, their vacation pay would then be deductible. The name of the case is Pollard v. Waterman Steamship Corp., No. 2207BR00.



Sales Spur Ship Swapping

The *SEALAND PRIDE* has been deployed into the U.S./Mediterranean trade to replace the *NEWARK BAY* which was put up for sale by the owner, Wilmington Trust Company. Bareboat charterer U.S. Ship Management brought in the replacement ship and those displaced MEBA officers from the *NEWARK BAY* filled the engine rooms of the *SEALAND PRIDE*, which was reflagged from Singaporean registry. The *PRIDE* is one of the original U.S. Lines' Atlantic Class vessels that was converted to SL-31 and subsequently reflagged to the Marshall Islands before it hoisted the flag of Singapore. The



In the *SEALAND PRIDE*'s control room are MEBA members (l-r) Bryant Salvesen (3rd A/E), Scott Manchester (1st A/E), James R. Nolan (2nd A/E) and Duane Dennis, Chief Engineer.

Maritime Administration recently approved the transfer of a Maritime Security Program operating agreement from the *NEWARK BAY* to the *SEALAND PRIDE*. In other news, a practically identical circumstance occurred when Wilmington announced the sale of the *SEALAND OREGON* (formerly *OOCL INNOVATION*). This caused USSM to deploy the *SEALAND MOTIVATOR* into the trade. Permanent crew members aboard the *OREGON* are expected to continue their jobs aboard the *MOTIVATOR*. USSM is expected to petition the MarAd for an MSP agreement transfer.



Members Asked To Respond To Mariner Survey

MEBA's participation in a survey of a random sample of mariners is being sought. The Transportation Department's Bureau of Transportation Statistics is conducting the survey that the Maritime Administration is helping to coordinate. The survey will provide an indication of the accuracy of key information in Merchant Marine personnel electronic database systems. It will assist in ensuring that information on mariners' documents and sea service records is complete. In addition, the survey will measure the progress of U.S. merchant mariners towards meeting the 1995 amendments to the International Convention on STCW. Finally, information provided regarding experience, understanding of reemployment rights, and willingness to serve on sealift ships, will provide a measure of the U.S. Merchant Marine's capability to respond to sealift needs. The questionnaire should be relatively painless to complete requiring only 10 minutes. Successful mailings will hinge on the accuracy of the DOT's database of addresses. Members can direct their questions to Chris Krusa who can be reached at (202) 366-2648.

Chief Engineer Stands Down After Half Century of Service

One of the District's few remaining World War II veterans has submitted his retirement papers after more than 50 years of total service to our country. Lou Daniels, Chief Engineer on the Dredge *MERRITT* completed his federal service on March 3, 2001. Chief Daniels, an icon in the Wilmington district, N.C. stepped off his ship one day, and started a non-maritime shoreside job the next. After a long fruitful career at sea which spanned well over 50 years, Lou accepted a position with a large industrial seafood processing plant in Portsmouth, VA near his home in Norfolk. A native of Wanchese, N.C., Lou Daniels shipped out in the wartime Merchant Marine in 1944 at the age of 16. At that time the U.S. maritime service had the second highest casualty rate of all our armed services (the Marine Corps being the highest). Young Lou worked his way up the smoke stack from the positions of fireman/water-tender and marine oiler to Acting Third Assistant Engineer, serving in both Atlantic and Pacific Oceans. Sailing aboard Liberty ships, which were deemed "expendable" by the War Department, he traveled through Northern Europe and the Mediterranean seaports and South America. On V-J Day in August 1945, Lou was transiting the Panama Canal bound for the Philippine Islands. Lou remained in the merchant service a few more years until 1948, at which time he enlisted in the United States Coast Guard.

In the post-war Coast Guard, Lou started over in the lower ranks as a Fireman Apprentice and during this second seagoing career that spanned over 22 years, he rose to the highest enlisted rate which is Master Chief Petty Officer (Engineman). This senior rating is the equivalent of Sergeant Major in the Army (E-9). While serving in the Coast Guard, Lou was assigned to a variety of different vessels, each with their own type of mission. He was on seagoing tugs, high endurance cutters, seaplane tenders and smaller vessels primarily in the Atlantic and North Atlantic, before retiring from the Coast Guard in 1972.



Retirement ceremony in Wilmington, N.C. (Army Corps of Engineers) for C/E Lou Daniels after 50 years of federal service. Left to right are Brother Van Sellers, Brother John Johnson, Brother Lou Daniels, Deputy Director Major George Shepard, Brother John Moore and Brother Keith Fulcher.

In June 1974, Lou began his third seafaring career when he was hired as Chief Engineer on the dredge *SCHWEIZER*. The *SCHWEIZER* at that time had recently returned from her tour of duty in Vietnam and had been transferred to Wilmington from the New Orleans district. Over the years, Lou sailed as Chief Engineer on the *FRY* and *MERRITT*, and also as Assistant Chief on the hopper dredge *HYDE*, Jacksonville district. While he was chief on the *SCHWEIZER*, Lou experienced a quarter century of dredge boating on the largest vessel of her class in the nation. Well known throughout the Corps for his youthful, energetic manner and professional expertise, Lou and his subordinates kept the old *SCHWEIZER* running and digging, and he eventually came to be known as a legendary figure in the industry. Well liked by everyone, Lou presents a strikingly vivid image of what Chief Engineers are all about. His quiet, courteous, helpful presence is hard to forget.

Chief Engineer Lou Daniels is excited about coming ashore after all these years

to spend more time with his family which includes his loving wife of 48 years and his daughter, a school teacher in Virginia Beach who is learning the medical field and planning on becoming a doctor.

Lou has always been a curious, probing man very much interested in ships and boats, machinery and the people who man them. He will do well in his new full time venture in the seafood industry, which he has also been involved with much of his life.

Louie Daniels – Merchant Seaman, Coast Guard Master Chief and MEBA Chief Engineer of our Wilmington district vessels, you have done well! Your friends and MEBA brothers and sisters wish you the very best of luck and happiness in your retirement and in your next adventure!

*Thanks to Fred Lehman
who honored his friend Lou
Daniels with this write-up.*

Recent Training



Three times a year the School offers its Global Maritime Distress & Safety System (GMDSS) course. Engine, deck and radio officers can take advantage of the class which schools students on communications during emergency situations. In the front (l-r) are Stan Short, Richard Zaleski, Alex Schizas and Kenneth Ader. The second row consists of Allison Booker, Joseph Snow, Brian Evjen, and Joseph Dengel. Instructor William Eney stands in the back.



The Diesel Engineering course offered twice a year drew a full house for the latest session that ended in mid-February. In front (l-r) are Daniel Adamis, Leonard Chavis, and Douglas Hope. The second row has John Ballenger, Paul Diephaus and Blaine Darling. In the back are Douglas Barnes and Kevin Kelly. The instructor, standing in back, is Larry O'Loane.



More students from the latest Diesel Engineering class. The six-week session drills students on the maintenance of main propulsion and auxiliary diesel engines, engine control systems, and related auxiliary equipment. In front (l-r) are Dan Rose and Mike Tinkel. Standing are Steve Radzik, Dave Stride, Randy McKenzie, Andy McIntyre, Henry Mitchell, Ron Wells, and Instructor Darryl McCaslin.



The Basic Computers course is conducted 9 times a year in two-week sessions. The class is targeted toward those members who previously had limited experience with computers. Sitting down are (l-r) John L. Shettles III., Yury Levit, Miguel Flores and Edward Rynberg. Standing are Instructor Thurland Wilkinson, Wilson Johns, Paul Greubel, Todd Lalumiere, Thomas Lenehan, Steven Mitchell, Robert Walker and David Demilio.



This rigorous course promises to train students on all facets of Welding Technology. The four-week class is offered three times a year. Kneeling in the front row (l-r) are Instructor Frank Walsh, Witold Szyfter, Mike Snow, and Kenneth Sheets Jr. The rest of the group from left to right includes Anthony DiMattia, James Slaymaker (far back), Darryl Osborne (partially obscured), Ken Quinn, Alan Valley, Instructor Val Sanders, Joseph Gomez, George Dubuc, and Gregory Marshall.



Students from the February session of Basic Computers. Instructor Thurland Wilkinson (standing at left) provides students with an excellent initiation into the world of computers. The group in the front (l-r) includes Kenneth Marable, Ward Larson, Robert Seidman, Alan Arnesen and Stanley Tarnecky. John Yoder is standing at far right. In the second row, sitting are James Blanton and Todd Whitacre. In back are Bob Poffenroth, Deborah Arzt, Phillip Stroud and Edward Malzenski.

School Certifications



In the School's Electrical Troubleshooting class, students delve into a thorough examination of complex shipboard electrical systems. An electricity course is a prerequisite for this two-week class that is offered five times a year. In the front row, from left to right, are Andrew Dunlop, Tim Siner, Tom Bronson and Mike McHugh. In the second row, are George Ribeiro, Bill Melin, Tom Hogan, Albert Singleton and Dave Williams. Sitting in back are Bill Meredith, Chris Miller, Ed Manning, Karol Tomaszewski and Steve O'Neil. Instructor Dick Crompton stands in back.



The Analog Electronics course, offered only twice a year, trains students with solid-state electronic devices as well as circuits used in instrumentation and control applications. Some of the members who survived the four-week course include (in the front row from left to right) Joe Padula, Vincenzo Berlen, Bryant Salvesen and John Andrews. In the second row are Fred Lozen, Adel Lotfy, Theodore Schmidt, Jeff Cassidy and Edward Rynberg. The back row consists of Michael Martin, Mike Brown, Arne Svendsen, Brian Conroy and James Weythman. Instructor Lee Brown stands against the wall.



In the Programmable Logic Controllers course students dig into theory and practical applications of PLCs. The two-week course is offered three times a year. Moving down the line of students sitting to the left are David Ashby, David Robertson, Jr., Richard Matheus and Gerald Sullivan. Moving back from the line of students seated in the middle are Mark Chartier, William Cooper, Douglas McPhee and Peter Eberle. Standing in the back (l-r) are Arthur Day, Jr., Raymond Rodriguez, Gerard Murphy and Instructor Rick Fullwood. Sitting off to the right of the room (l-r) are Albert Townsend, Michael Koch and Donald Carnley.



The Ship's Medicine course was expanded to three weeks over last year's offering to allow further concentration on practical skills. The elite group that benefited from the course recently staged from late January to February included, in the front row, Claudia Cimini and Robert "Don" Feldman. In back is Instructor John Sullivan alongside Terry Sherman and Michael Hainen.



The School's Instrumentation course allows students to become versed on theory and practical aspects of instrumentation and control systems. In the front row from left to right are Lawrence Knox, Michael Bates and James Gilroy. The second row has John Lee, Jeff Lancour and Robert Stewart. Instructors Richard Thek and Rick Fullwood stand in the back next to John Cleveland. Arthur Chapman Jr. is not pictured.



The Government Vessel Operations course drew a full house for its February installment. The class prepares members for jobs aboard Military Sealift Command vessels. In the front row from left to right are Steve Granahan, Scott Mahler, Bill Martin, Doug Rigg and Lars Larsson. In the back rows are Instructor Gerard Dundon, Mack McDonald, Instructor Rick Simonson, Barry Sturgis, Chris Nelson, Charlie Titone, Joe Dengel (partially obscured), Fred Fynan, Instructor Bill Eney and Rich Atkinson.

Diagnostic Center Transportation Reimbursement Benefit

Article XIV of the MEBA Medical and Benefits Plan Regulations provides for reimbursement of transportation expenses incurred by eligible participants and their dependents while traveling to the MEBA Diagnostic Centers for their annual examinations.

In order to receive transportation expense reimbursement, your home of record (that is, your permanent mailing address) must be more than 75 miles from the nearest MEBA Diagnostic Center. There are MEBA Diagnostic Centers in Baltimore (scheduled to relocate to the Calhoun MEBA Engineering School later this year), New Orleans, and San Francisco.

The Regulations provide for reimbursement of transportation expenses whether you travel by air, train, bus or automobile:

- If you travel by air, train or bus, reimbursement of actual expenses incurred is allowed. The reimbursement for travel by air is based on round trip coach class fare. In no event will reimbursement for travel by any means

exceed the cost of round-trip coach class airfare between Miami/Ft. Lauderdale, Florida, and New Orleans, Louisiana.

- If you travel by automobile you are entitled to reimbursement for your mileage based on the Internal Revenue Service mileage allowance (currently 34.5 cents per mile). Reimbursement cannot exceed the maximum allowance described above. The Plan Office uses computer-assisted maps to establish the mileage allowance for your trip.

Remember two important rules in connection with Diagnostic Center Transportation Reimbursement:

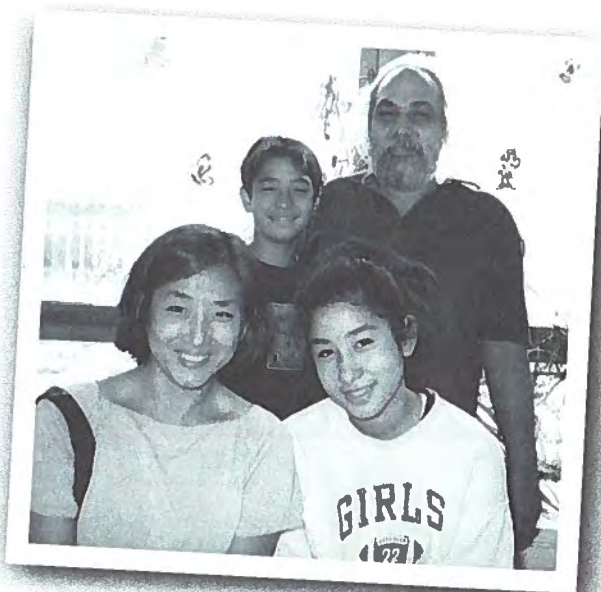
- First, the Plan will only pay expenses between your home of record and the nearest MEBA Diagnostic Center. This means that if you travel to another MEBA Diagnostic Center (which you are free to do), your reimbursement will not exceed the cost of travel

between your home of record and the nearest Diagnostic Center, subject to the maximum allowance described above.

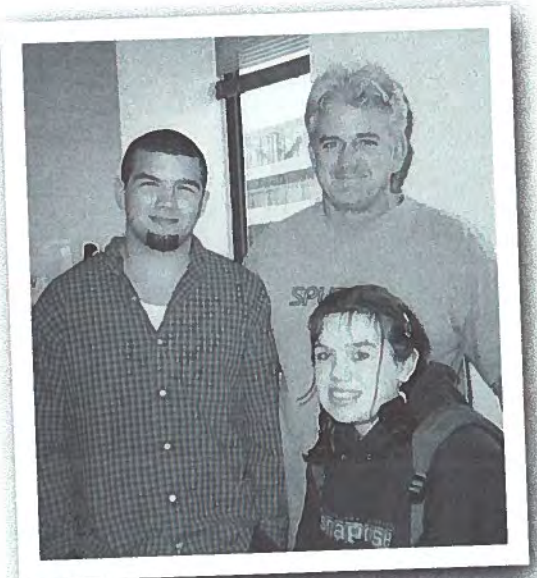
- Second, you can only receive transportation reimbursement for travel by air, bus or train for the actual cash cost of your ticket. If you obtain a ticket without actual cash cost to you, the Plan will not reimburse the expenses that you "would have incurred" if you had paid cash for ticket. For example, you will not be reimbursed for plane tickets you obtain with frequent flier miles.

If you have any questions about the MEBA Diagnostic Center Transportation Reimbursement benefit, please feel free to call or write to the Plan Office, or submit email to medical@mebaplans.org.

Visit MEBA Plans online!
www.mebaplans.org



Kevin Macaluso who sails with the MEBA-contracted Marine Transport Lines takes a hiatus from his ship. He is accompanied by his wife Janie with son Joseph and daughter Patricia.



Chief Engineer William Sickles with his two kids, William Jr. and Joanna during a Diagnostic Center visit.

Pension Benefit Improvement

On February 14, the Trustees of the MEBA Pension Trust adopted several benefit improvements that implement the changes negotiated by your elected Union officers in the recent collective bargaining agreements. These changes enhance and significantly improve your pension benefits in the following ways:

BASE WAGES INCREASED FOR PENSION PURPOSES

Your base monthly wages earned since June 16, 1999 are now multiplied by 110% for purposes of calculating your defined benefit pension. (NOTE: This does not apply to the Money Purchase Benefit.) This improvement applies to all service under the Pension Plan, except for service as a Chief Engineer, Master, or member of the District Executive Committee (DEC).

Because the amount of your pension benefit is directly based on the amount of your base wages, a 10% increase in your base wages means a 10% increase in your pension.

SEVERANCE PAY IS CREDITABLE

Effective June 16, 1999, time for which you receive severance pay under a collec-

tive bargaining agreement will be counted towards earning Pension Credit for your defined benefit pension. Note that severance pay is not granted for a period (1) after your effective date of retirement, (2) for which you receive vacation pay, (3) while you work in employment covered by the MEBA Pension Trust, or (4) while you work in any other maritime industry job that constitutes "prohibited employment" for retirees under the MEBA Pension Trust. (Prohibited Employment is outlined in Article II-A, Section 2A.11 of the MEBA Pension Trust Regulations.)

This improvement applies to all participants, regardless of whether you have more or less than 20 years of Pension Credit. If you have questions about your severance pay and would like guidance from the Plan Office, please contact the Pension Department in Baltimore by telephone or mail, or send email to pension@mebaplans.org.

INCREASED MINIMUM MONTHLY PENSION BENEFIT

The minimum monthly pension benefit for pensioners with at least 20 years of pension credit is increased to \$800,

retroactive to July 1, 1999. The Plan Office in Baltimore is busy identifying the necessary records and preparing the paperwork required to implement this increased benefit. If you are a pensioner receiving less than \$800 per month, please be patient while the Plan Office mails the appropriate information to you. Please note that the \$800 minimum is the amount payable as a straight life annuity. If your pension is payable as a joint and survivor annuity, the \$800 minimum will be actuarially reduced for the cost of the survivor benefit.

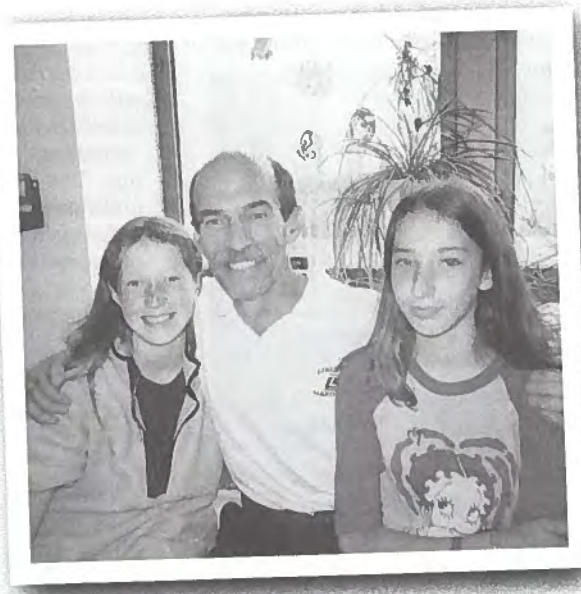
AGE REQUIREMENT FOR REGULAR RETIREMENT ELIMINATED

The age 55 requirement for regular retirement (which only applied to persons who started working after 1994) has been deleted. Therefore, regardless of when you started to work in service covered under the MEBA Pension Trust, you can take regular retirement at any age as soon as you have 20 years of Pension Credit.

Please contact the Plan Office if you have any questions.



James Nightingale, a SEALAND Port Engineer, with wife Jeanne and two daughters, Kara and Amy.



MEBA member Donald Albert and his family take advantage of MEBA's diagnostic facilities. Brother Albert shows off his two daughters, Joanna and Danielle.



"The Salty Dog"

Merchant Marine Vets Group Keeps the Torch Lit

MEBA WWII veterans and retirees are encouraged to stay abreast of activities of the "American Merchant Marine Veterans" (AMMV) as they continue the fight to preserve the U.S. flag and to honor war veterans and advance their agenda. Their seasonal magazine can be obtained by writing the AMMV's headquarters at: P.O. Box 151205, Cape Coral, FL 33915-1205. The group is active in pushing forward issues important to veterans, and remain a respected voice in Washington D.C. AMMV continues to stage various events around the country to unite Merchant Marine veterans. They also remind and teach the new generation of the vital contribution these men and women have had toward the freedom of our country. AMMV's national headquarters can be contacted by phone at (941) 549-1010. You can click on "AMMV" at their net connection located at www.merchant-marine.com.

Attention Greatest Generation of Merchant Mariners: What Have You Stowed Away in that Old Wartime Seabag?

Do you have any keepsakes around from the Second World War – things you'll never use again but cannot bear to throw out? The National D-Day Museum in New Orleans may have a solution for you. It is seeking offers for permanent acquisitions of Merchant Marine artifacts from World War II.

On June the sixth of last year the museum opened its first section which depicted the Normandy invasion. It was

an instant success. The second section, which will cover the war in the Pacific, is scheduled to open on December 7th, 2001. Following the most recent trend, the National D-Day Museum will relate the background of the conflict in Asia, the milestones of the war, and conclude with the atomic bomb and the invasion which did not happen – of the Japanese mainland. Later, another section will be opened for the African, Italian and Atlantic campaigns. In the course of telling these stories, the museum will include displays of artifacts which bring the narratives to life. In view of the long supply lines, the Merchant Marine's essential logistical role will be woven into the narratives.

The U.S. Maritime Administration (MarAd) is cooperating by supplying photographs and data. More importantly, personal artifacts are needed to complete the pictures of everyday life of valiant merchant mariners in the world's greatest war. Members and employees of ocean carrier companies, unions, veteran's organizations, and professional clubs are responding to the museum's request.

Museum Curator Paula Ussery cautions: Do not send the artifact; instead send a letter describing it. (The museum cannot store artifacts and unsolicited artifacts run a serious danger of becoming lost.) If there is a story about the offered artifact, its value to the museum will be enhanced. Also, please understand that your artifact will not be in the "Merchant Marine" section in the museum. It is the strict museum policy that no brand, service or unit has a separate section. Rather, all the artifacts from all of the services are intertwined in the



Retiree Stanley Brookover at the Houston hall.

story, just as all of their efforts were woven into victory.

Also for veterans' consideration, the celebration for the December 7th, 2001 opening of the second museum wing is expected to surpass the spectacular events that attended the first opening. There will be fly-bys, ships in port, and a giant parade. Merchant mariners are invited to attend. If you would like to offer your artifact so it could "live" forever and contribute to the knowledge of coming generations, contact:

Ms. Paula A. Ussery;
Curator of Collections,
National D-Day Museum;
Telephone: (504) 527-6012 Ext. 228;
Fax: (504) 527-6088;
E-Mail: curator@ddaymuseum.org;
Address: 945 Magazine Street
New Orleans, LA 70130.



Retiree Frank Johnson and wife Toni.



Retiree Charlie Snyder with Headquarters' Govt. Affairs Director Malissa Zimmerman.

NEW RETIREES

Joel E. Bem	Richard C. Keller
Christopher N. Boetsch	Thomas M. Kilbride
Davis J. Breyer	Phillip J. LaFreniere
Michael W. Brill	Donald D. Nevin
Davis A. Chisholm	Richard R. Norton
Samuel Clark	Thomas R. Potts Jr.
Stewart C. Davis	John W. Rich
William W. Donnini	Billy M. Smith
Albert J. Drouillard	Alex H. Stothart
John W. Fitzpatrick	Robert N. VanKregten
Armando Gonzales	Charles P. Varn
Robert A. Griffin Jr.	Hugh G. Wade
Carl R. Harris	William F. Waterman
Henry Hayden	Stephen G. White
Donald R. Jones	James M. Wombacher

Aging Sailors Find Sanctuary at Snug Harbor

Blackbeard sailed here. In 1718, the king of the pirates and his scurvy dogs beached their stolen merchant ship, the *QUEEN ANNE'S REVENGE*, on Topsail Inlet in Beaufort, North Carolina. It was off the waters of Carolina's crystal coast, just months later, that Blackbeard waged his final sea battle against the Navy before falling down dead on the deck with twenty sword wounds and five musket balls in him. His severed head was paraded from the bowsprit of a Navy sloop. Legend has it that his headless body, pitched into the Atlantic, swam around the ship several times before plummeting into the deep.

The towns on the crystal coast prospered and played pivotal roles throughout America's colonial seafaring maritime history. As a seaport, Morehead City, has figured into numerous early skirmishes of days gone by. Presently, the "Summer Capital by the Sea," is the heart of Carolina's fishing industry. The Old Burial Ground in Beaufort, across the way from the "Captain's Quarters Bed & Biscuit" on Ann Street, houses many ghosts of maritime past. Captain Otway Burns, who built one of the first steamboats lies here, his grave adorned with a cannon from his ship, the *SNAP DRAGON*. A hero during the War of 1812, the privateer intercepted numerous British ships and relieved them of their cargoes. A seaman's little girl buried in a keg of rum is here too. Legend has it that she died of the "fever" on the voyage back from England. The mariner, who'd told his wife that he'd return with their daughter, preserved her in a rum cask to deliver on



his promise. A British Naval officer who gave up his ghost at sea rests in this ground as well. He was buried here – standing up.

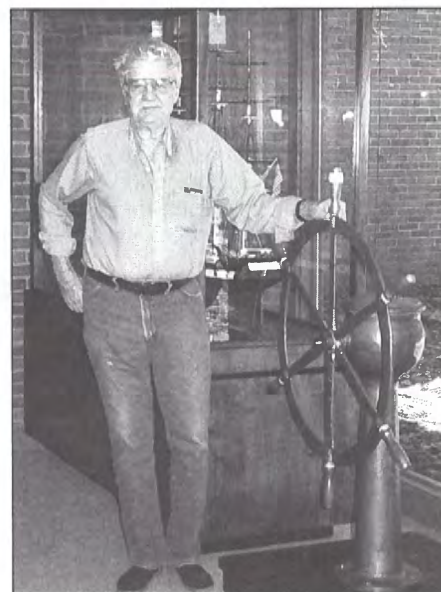
The nautical flavor of this historic back-drop extends throughout Carteret County past the seemingly town of Beaufort and the North River, along the outer banks to where the Atlantic flows into Nelson Bay. Here sits Snug Harbor – a refuge for aged and worn-out sailors. A retirement community for well-traveled mariners, Snug Harbor is often a final port call for merchant seamen with at least ten years of deep-sea service.

Sailor's Snug Harbor was spawned through an extremely generous endowment by the trust of Robert Richard Randall and established in 1833 in New York. The noted statesman Alexander

Hamilton helped craft Randall's will which stipulates that Snug Harbor must "operate in perpetuity." Encompassing more than 60 buildings, over 1,000 ancient mariners settled in on a sprawling 120-acre expanse overlooking Staten Island's Kill van Kull. The nearby graveyard on Monkey Hill reputedly holds the bones of over 7,000 seamen. Harper's Weekly in



Looking out on North Carolina's Nelson Bay which feeds into the Atlantic Ocean.



David Weathers was on the Navy ship *MEDUSA* in Pearl Harbor as the Japanese planes attacked on Dec. 7, 1941.

1882 reported on a sailor whose career at sea had ended with a horrible accident that crushed his leg. This sea captain had been relegated to begging for loose change on street corners and was considering suicide until the day a stranger walked up to him and recommended that the captain "try the Snug 'Arbor." The sailor recalled, "I went down an' they took me in because I was crippled, an' washed me an' shaved me an' give me a room as clean as the cap'n's cabin of a man-o-war, an' put me inside a new suit of clothes, stuck a pipe in my mouth, an' sez, 'There, you're safe an' sound forever, an' God bless your soul!'"

The New York facility persevered for almost 150 years. But with the shift in the landscape of the U.S. maritime industry and the advent of social security, pensions and medicare, the population of Snug Harbor began to wane and the time worn facility displayed its age. With its future clouded and its buildings rapidly decaying, maritime artist John A. Noble spearheaded a movement to rescue the facility, expressing that "it should be kept groomed if only one seaman, rich or poor, or none, remained." His efforts led to the creation of Snug Harbor Cultural Center on Staten Island, which today continues as a thriving tribute to the seagoing life.

Meanwhile, the trustees of Snug Harbor engineered a move of the retirement community to Sea Level, NC on the banks of Nelson Bay in 1976. Hundreds of artifacts were transported from the original New York complex to the new 100,000 square foot building that stretches out on over 4,000 resplendent acres of land on the Carolina coast. A modern and vibrant retirement community, the extremely well-maintained facility is stocked with nautical memorabilia, the walls layered with schooners and steamships as well as flags and emblems of seafaring life.

Many of the residents are World War II veterans. MEBA member David Weathers



The dining hall at Snug Harbor. All the rooms are enhanced with art, flags and nautical memorabilia, including many ship models. The painting at right is of Alexander Hamilton who drew up Robert Richard Randall's will creating Snug Harbor.

served in the Navy for six years and was aboard the resupply vessel *MEDUSA* (AR-1) in Pearl Harbor when the Japanese planes began tearing apart the U.S. Pacific naval fleet. His ship managed to shoot down two planes and blew a midget submarine out of the water. He exhibits his war medal in the glass display case in Snug's lobby. Four years ago, Weathers came to Snug Harbor to die. A 35-year veteran of the seas, the Sea Level facility rehabilitated and revitalized him. He usually takes advantage of the well-stocked library that also carries the latest magazines and maritime publications.

It's easy to stay marooned at Snug Harbor because the center takes care of all needs. It has excellent healthcare facilities, a post office, barber shop, chapel with interfaith services, kitchen and a dozen other amenities including a greenhouse, game room and woodworking shop. They

also stage frequent parties and dinners. A bus system allows residents to amble into town to take advantage of the local scene.

David doesn't think of his seafaring days too much anymore. Sometimes he dreams about them but despite four decades of skimming the waves he lets others tell the sea stories – and everyone has a tale to tell. Biff Bowker is a mesmerizing storyteller and crack sea historian though some Snug residents think he has an overly vivid imagination. "If he did everything he says he did then he's 176 years old," one resident joked. Still, Biff spins his yarns expertly to the delight of many on his frequent trips to the North Carolina Maritime Museum in Beaufort. The "Snugs" have all heard each other's tales before many times, and the stories get more colorful with each retelling. Harrison Maycroft swears his story about the parrot is true... One seafarer couldn't



Peter Bonna was a Chief Engineer who sailed for over 35 years.



Harrison Maycroft will tell you one sea story after another.



Russ Locascio was a third engineer who helped deliver troops to Normandy Beach during World War II.



Horace Twiford has had a colorful life. Moments after this photo he jumped up and went into town to catch a local production of "Singin' in the Rain."



97-year old Jay Ottinger wants you to buy his book, "The Steam Yacht Delphine and Other Stories."

get employed because he was a narcoleptic and couldn't stay awake on the job. "You couldn't put Bernie on watch because he'd fall asleep...He'd fall asleep while he was eating!" recounted Harry. Somehow, the sailor wangled a deck job aboard the oil tanker *NATIONAL DEFENDER*. Before he climbed aboard he bought a parrot in Yokohama which sat on his shoulder. He walked on deck with bird droppings running down his back. "We called him Long John Silver," says Harry. The ship was taking on a load of oil and Bernie was the mate on watch who had to sound the alarm when the cargo tanks filled up. As the oil streamed through the cargo lines from the loading manifold into the ship's tanks Bernie once again retreated into dreamland. He was fast asleep when the oil hit the deck beams, which is the preferred moment to call for the valve shut-off before the oil shoots right back up through the ullage cap and makes a mess. But Harry was there and yelled for the shut-off just as the bird started squawking and making a racket. It turns out – the oil made a sound when it hit the beams that disturbed the parrot. When they opened up another tank to continue loading oil, the parrot was now the mate on watch. It squawked right on cue, every time, when the tanks filled up. They let Bernie snooze away.

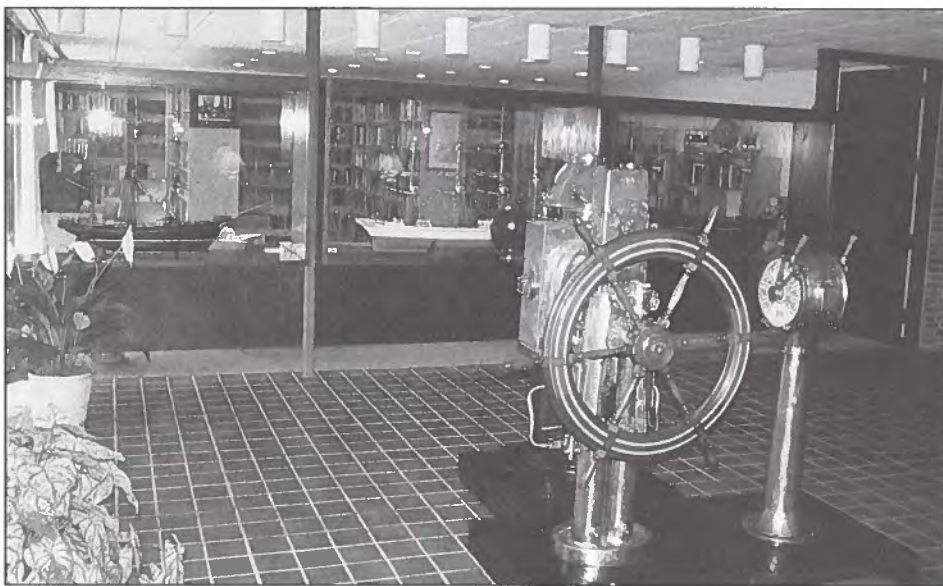
Once Harry spits out one tale, the drawers in his mind open and one story begets another. He reminisces about his long gone wife, the beautiful Indian actress Bhudi Singh and the famous Kapur acting family. Snug Harbor seems an unlikely setting to hear about Indian actors, but these are world travelers, and they all have a story.

Charles Krause was a radio officer and enjoyed setting sail on trampships. During World War II he served on various vessels in support of the armed forces in both Pacific and European theaters of war. He sailed on T-2's and Liberty ships and carried ammo to the allied forces on the bru-

tal Murmansk Run, hunted by German U-boats. The anti-torpedo wire nets on one of Krause's ships saved the crew during a mission when it absorbed two shots from a U-boat. He remembers back when his ship waged an epic battle with a German pilot who was strafing the vessel. "We shot at everything in the sky but him," he recalls. "He actually flew low and thumbed his nose at us."

Snug Harbor charges 40% of a merchant seaman's total income. With medical treatment included, as well as housecleaning, three meals a day and use of the entire facility, there's not a great need for leftover dollars. Residents are accountable

years sailing for various ship companies including U.S. Lines. During World War II his ship was part of a convoy that transported 110,000 marines to Iwo Jima where they saw some of the fiercest action of the war. Rosario (Russ) Locascio is in the assisted care section. The health care professionals ensure that he keeps up with his medication. Russ was a lifelong 3rd engineer aboard various vessels. He found his niche and was happy with it. When they put a new Chief Engineer on board, he said, "I took him around and showed him where the valves were." He clocked many hours on one of the fastest cargo ships of the time, the *PIONEER MINX*. He



In the lobby of Snug Harbor. You can see the library behind the ship models.

for their telephone and cable bills as well as medication costs. Foreign seamen are allowed in too, but they will have had to serve on a U.S.-flag ship for at least 5 years. In part, because of the regression of U.S.-flag shipping, Snug Harbor has seen its population slip. In January 2001, it altered its stringent admissions policy and began allowing in spouses and other non-seafaring retirees. The new policy raised some eyebrows at first but the Snugs became used to it and were enthused by an influx of female residents.

The employees outnumber the residents. Professionals are available throughout the 120-room spread for medical care and physical therapy. Residents are provided private rooms with a personal patio and bath. The Snug populace is divided into three levels: independent living, assisted care, and the nursing ward. Peter Bonna falls into the third category. The MEBA Chief Engineer plied the seas for 35

had a good time on the various stops the ship made on its New York to Southeast Asia run. "There was a "wife" in every port," Russ reflected. Some people actually got married during their brief stops overseas. "Most of us never got past the first bar," Weathers added. During World War II, Russ helped transport troops into the battle at Normandy. "We sure caught hell," he remembers. He could hear the hail of gunfire screaming above deck and the blast of the ship's guns returning fire. The engine room was the safest place on the ship that day, he points out.

Years ago, A.P. Day hopped aboard the *ALCOA ROAMER* as a fire and water tender and came off the ship as a Chief Engineer. During Vietnam his ship was hit by a rocket on the number 2 hatch killing several stevedores. Horace Twiford, a native of North Carolina, was born on Roanoke Island, part of the Northern



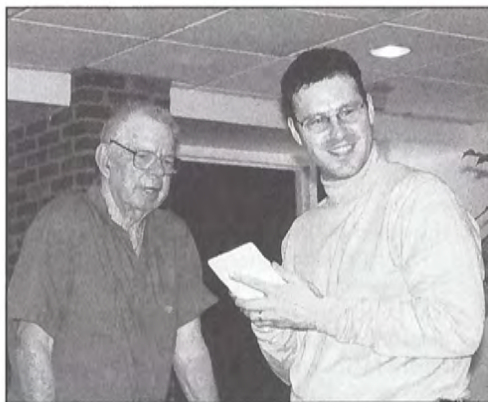
Charles Krause (left) was a radio officer. During World War II an anti-torpedo net saved his life. David Weathers is at right.

Snug Harbor *continued*

Outer Banks. He got his seaman's papers as an 18-year old and shipped out a year and a half later in 1943 as a Green Ticket Able Bodied seaman. After a lively career at sea that brought him all over the world on an assortment of vessels, he retired to Stumpy Point, NC in 1969 where he fished and harvested oysters for a living. He's lived in Snug Harbor for the last four years.

97-year old Jay Ottinger, who doesn't take any medication, has spent the last 18 years at Snug Harbor. Years ago he wrote the book "The Steam Yacht Delphine and Other Stories." It's displayed in a glass case in one of the lounge areas for sale along with a handful of other books and Snug memorabilia. A deck officer for the Masters, Mates & Pilots, he sailed for various American President Lines and Matson ships and included the San Francisco to Sydney run as one of his favorites. He loves to show folks the photo of himself when he was 19 years old. When told that a message could be passed on to his union hall for him, he retorted, "You better not tell them I'm here or they'll say, 'so that's where that son-of-a-bitch is!'"

Snug Harbor's motto is "Portum Petimus Fessi," which translated from the Latin means, "We weary ones seek port." The oldest charitable trust in the country, Snug Harbor has also changed lives with its mariner outreach assistance program. The program affords monthly stipends for



A.P. Day was strolling off to lunch when Marine Officer Editor Marco Cannistraro caught up with the retired MEBA engineer to get the lowdown.

qualified candidates, paid out of the Snug trust fund. The outreach program has aided over 150 needy individuals since its inception in 1992.

The property is well manicured and the grounds crew is out today to counteract the increasing amount of algae that has cropped up in the pond outside. Across a small wooden bridge leading over a channel that feeds into the Nelson Bay, David Weathers points out the huge area that makes up Snug Harbor. The Bay has been a great place to fish for hundreds of years. Once, a couple of Snug retirees decided to go fishing out on the Bay but they forgot to watch the tide tables. When they tried to walk back to the complex, they found they were



Portum Petimus Fessi— "We weary ones seek port." Snug Harbor is truly a safe haven for aging mariners.

trapped by the rising tide. They had to wait until morning for rescue. The trustees are considering a plan to build a marina out on the Bay, but with the logistical problems involved, the project is still years away.

The facility is dedicated toward preserving a sense of independence and community. Great care is taken in ensuring that residents are content with their accommodations. David Weathers likes it here but wishes that more mariners would make Snug Harbor their homeport. For these sailors, the sea is now calm. This is a port call where old conquerors of the sea have found their ship at anchor, their safe haven.



In the courtyard at the facility, a retiree is enjoying a beautiful day.

You may want to chart your own course to Snug Harbor!

**Snug Harbor on Nelson Bay
Sea Level, NC**

<http://www.snugharborhome.com/>

PHONE: (252) 225- 4411

**Visit Snug Harbor
Cultural Center**

Staten Island, New York

<http://www.snug-harbor.org/>

Phone: (718) 448-2500 ext. 210

STCW ALERT

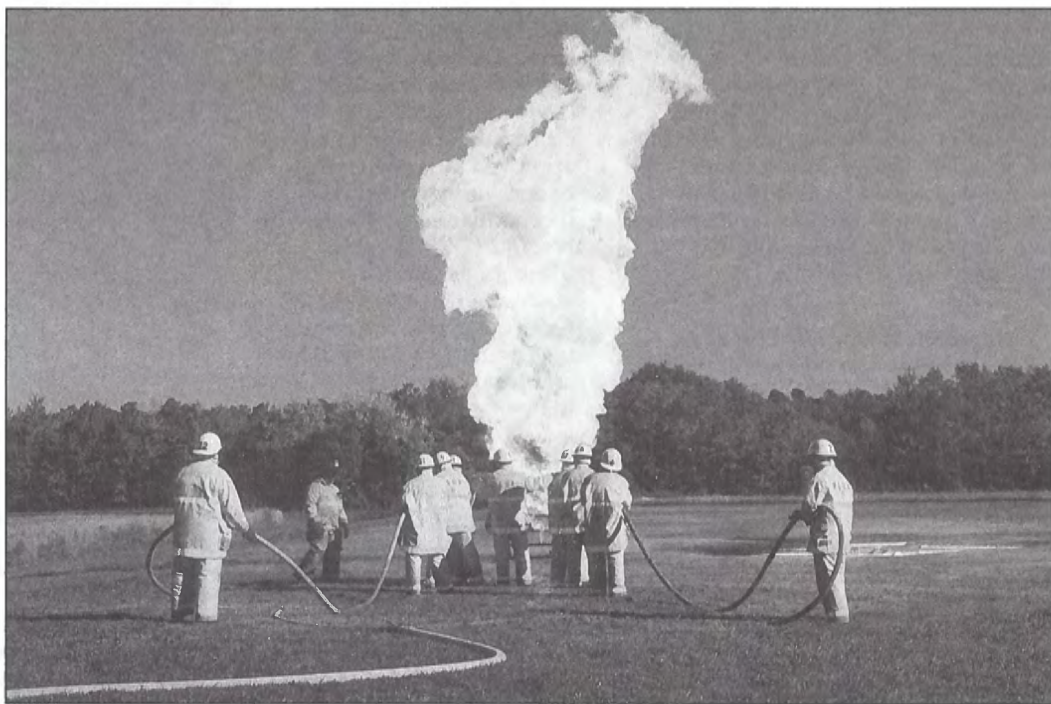
International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and its implications for anyone who is not actively sailing and holds a license, either active or renewed for continuity purposes.

STCW is an international treaty that represents a significant change in the way mariners are licensed and certified. Under STCW, mariners must demonstrate their competence in specific skills. Simply passing a written exam and acquiring some sea time will not be enough. In addition to a license, anyone serving on vessels of 200 gross tons or more beyond the boundary line must comply with STCW and have a valid STCW certificate.

The deadline for full implementation of STCW is February 1, 2002. You must meet the STCW requirements before that date, or risk losing the ability to sail on your license. We are currently in a transition period during which mariners who began their service or training before August 1, 1998 will not have to meet the full requirements of STCW. This would apply to anyone who received their original license before February, 2002 based on service or training before August 1, 1998. It includes the classes of 1999, 2000, and 2001, who began their training by entering service before August 1, 1998.



MEBA's Personal Survival course is one of four modules needed for STCW '95 certification.



The Fire Prevention & Fire Fighting course drills students on handling shipboard incidents involving flame.

Anyone who has renewed their license "for continuity purposes" must also meet the requirements of STCW and make up any deficiencies (such as passing a physical exam) before February 1, 2002 if they intend to re-activate their license after that date and have it valid for service on sea-going vessels. If you have renewed your license with full operating authority, you will need to meet the requirements of STCW for training and competency.

The Coast Guard will, however, continue to renew licenses for continuity for anyone who requests this service. Many mariners hold employment ashore based on their license, and for many of us, it's a source of pride. The "continuity only" license will allow you to retain

documentation of your accomplishments. However, you should be aware that after February 1, 2002 it may be difficult, time-consuming and expensive to reactivate a continuity-only license for full operating authority. Anyone that has a license renewed for continuity purposes that considers sailing on their license to be a serious possibility, it would be prudent to reactivate that license now and get the training and whatever else is needed to get an STCW 95 certificate before 2/1/02.

Everyone, deck or engine, will have to complete Basic Safety Training courses in Personal Survival Techniques, Personal Safety & Social Responsibilities, Elementary First Aid and Fire Prevention & Fire Fighting. Together, these courses are given either as a complete 5-day course, or in shorter courses for each of the 4 elements. Anyone with service before August 1, 1998 can take shorter refresher courses (a minimum of 3 days for all elements). A list of Coast Guard approved courses is on the internet at <http://www.uscg.mil/hq/g->

m/nmc/web/index.htm. These and other STCW courses are offered at many different schools, including the Calhoun MEBA Engineering School. In addition to Basic Safety, there are some other requirements:

Deck Licenses

If your original license was issued before August 1, 1998, you will need to complete Basic Safety Training and Bridge Resource Management in order to be issued an STCW '95 certificate. Before you would be able to sail on it, you will possibly need to add the following. These can be added after the February 1, 2002 deadline:

Automatic Radar Plotting Aids (ARPA) — required if you will be sailing on a ship equipped with ARPA.

Global Maritime Distress & Safety System (GMDSS) — at least two persons must be qualified in GMDSS on each ship. Some ships may require all mates and captains to have the training.

Medical Care Person-In-Charge — If, by policy or practice, your ship has a person designated as being in charge of medical care, that person must have this training.



Jennifer Rodriguez working on a GMDSS console.

Engineer Licenses

If your original license is issued before February 1, 2002 based on service or training that began before August 1, 1998, you will need Basic Safety Training. In addition, if you do not hold a Lifeboatman endorsement, you will need to meet the requirements for Proficiency in Survival Craft. You can do this by either taking a Coast Guard approved Survival Craft course, or by obtaining a lifeboatman endorsement before 2/1/02. To get a lifeboatman endorsement, you can either take a Coast Guard approved course, or take a Coast Guard exam and have the Master or Chief Mate of a ship with lifeboats assess your skills and sign off on them.

If you do not obtain an STCW '95 certificate before February 1, 2002, you will have to demonstrate your competence in all areas required by STCW, this will probably require an extensive program that includes sea time in an unlicensed and/or observer/trainee capacity. Essentially, if you want to sail on your license, you'd better meet STCW and get an STCW '95 certificate before February 1, 2002.

The Coast Guard is planning to restructure the U.S. license exam system for the United States in order to conform to and implement the full STCW '95 convention by February 1, 2002. The agency is considering the adoption of a 2-step license exam level system. Under the plan being considered, an exam would be given at the operational (2nd and 3rd) level and again at the senior supervisory (1st, C/M, Chief and Master) level. Sea time, recency, required training, and on board assessments will most likely be elements in this new license structure. Since this new license exam structure will dramatically affect the way a mariner will upgrade a current license, it is recommended that all members attempt to upgrade their licenses before the February 1, 2002 date to avoid confusion and delay.



Gary Hill demonstrating EPIRBS at the Calhoun School's water survival course.

On another note, the Coast Guard is now issuing gas turbine endorsements on both the engine license and the STCW certificate. Engineers who were licensed or who began their training for a license before August 1, 1998 may have their license endorsed for service on gas turbine vessels and a corresponding STCW form issued for service on gas turbine vessels. No specific gas turbine course is required for this endorsement. Engineers may elect to have the endorsement added to their license at the next regular renewal even if that renewal occurs after February 1, 2002. Furthermore, engineers must have this endorsement in order to serve on gas turbine vessels after Feb 1, 2002. A user fee will be charged for this endorsement to the license.

If you've got any questions on any of this, contact the Calhoun School at (410) 822-9600.

Thanks to James Cavo at the Coast Guard's National Maritime Center and Captain Lee Kincaid for their contributions to this STCW summation.

ITF ORGANIZES LARGEST EVER CREW RESCUE

The ITF has acted to relieve the misery of the crew of the *ENCHANTED CAPRI* by organizing its biggest ever repatriation. In an operation costing \$150,000 the federation is ensuring that the 230 crewmembers of the Bahamian flagged vessel, owned by bankrupt Commodore Cruise Lines, are returned to their 40 different home countries. The *ENCHANTED CAPRI* was arrested in New Orleans by the ITF on January 11 on behalf of the crew, who are owed \$500,000 in back wages. The ITF successfully petitioned a court in Florida to release the vessel and its two sister ships, the *ENCHANTED SUN* and *ENCHANTED ISLE*, from protection when its owners filed for bankruptcy. As food and water ran low on the *ENCHANTED CAPRI*, and with tensions rising on board, the ITF paid \$150,000 to return the crew home. ITF General Secretary, David Cockroft, commented: "It's the owner's responsibility to repatriate their crews and we will, acting on behalf of the seafarers, make sure that that he pays in the end. The misery being suffered by this crew and their distance from home means that something urgent had to be done. In cases like this, the ITF is sometimes prepared to advance the money. \$150,000 is a lot of money but 230 is a lot of people. We can't be expected to intervene like this in every case, so this shows clearly why the legal protection for abandoned crews needs urgent improvement." Meanwhile, 37 crew members of the *ENCHANTED SUN*, stranded in Bahamas Freeport received \$71,000 as

part payment for wages owed, following legal action by the ITF. MEBA's ITF Inspector Tony Sasso was intimately involved in the proceedings.

ITF EXPOSES WEAK PANAMANIAN CERTIFICATION PROCESS

The International Transport Workers' Federation has exposed how Panama's lax certification process allows anyone to bypass years of study and seetime. ITF's general secretary David Cockroft was able to apply for and receive a First Officer's Certificate and Sea Book from Panama authorizing him to navigate a ship and deputize for its captain – despite his complete lack of marine training and skills. "Do you want someone like me, with no practical seafaring experience, steering a ship full of dangerous chemicals or radioactive materials off your coast, or plowing through the same sea lanes as oil supertankers and crowded passenger ferries?" 'First Officer' David Cockroft asked as he prepared to reveal his new qualifications. "That is what an under-policed system, that encourages bad operators to undercut good ones, allows. It is courting human and environmental disaster."

The Flag of Convenience country Panama is the world's largest shipping register. Said Cockroft, "The laugh is on Panama, whose controls are so lax that they hand out a vital document to the head of an organization that for 53 years has challenged the abuses permitted by flags of convenience states such as theirs. It's like awarding a good conduct medal to Attila the Hun." He concluded,



ITF's General Secretary David Cockroft asked, "Do you want someone like me, with no practical seafaring experience, steering a ship full of dangerous chemicals or radioactive materials off your coast?" Panama gave him the license to do just that.

"Money certainly talks. This just proves – if more proof is needed – that it is time to eliminate the culture of greed and corruption rooted in the FOC system. However good international conventions look on paper, they will never guarantee standards until ship registers which exist solely to make money are driven out of business." The Panamanians were again stung after years of allegations of seafarer license discrepancies. The Panama Maritime Authority alleged that this growing scandal may include international inspection companies as well as complicitous behavior by a Panamanian ambassador. Cockroft noted, "In the world of modern shipping, all you need is the money to grease a few palms."



A nasty toilet aboard a flag of convenience ship raided by the ITF.



Rotting vegetables aboard an F.O.C. ship. Without the protections we've come to enjoy in this country, overseas crews are subjected to a lot of suffering.



Not a very proud vessel, the crew is treated as bad as the ship looks.

ITF Inspector Tony Sasso Exposes the Renegade Registries

The *Marine Officer* recently chatted with MEBA's International Transport Workers' Federation (ITF) Inspector Tony Sasso to illuminate our readers about the nefarious Flag of Convenience system.



Tony Sasso is MEBA's ITF Inspector. His quest to keep flag of convenience (F.O.C.) operators honest is an ongoing challenge.

Just what is a flag of convenience?

Generally, in defining an FOC register, the most important factor is whether the nationality of the ship owner is that of the flag. For purposes of the FOC campaign, the ITF's Fair Practices Committee determines which flags meet the criteria of flags of convenience. Other standards used in determining FOCs are based on the "Rockdale Criteria" delineated by a 1970 British Committee of Inquiry. These include:

- Easy access to registry
- Low or non-existent taxes
- A country of registration that doesn't need the tonnage, but wants to earn the tonnage fee
- Freely permitted, non-national manning
- A country of registry that doesn't generally impose or enforce national or international regulations on its ship owners.

There are 28 current FOC countries headed up by Panama - the "king" of the loosely-regulated registries.

Who suffers by the FOC system?

We in the U.S. maritime industry already know the effects of FOCs on U.S. shipping: the loss of ships and jobs. The proliferation of FOCs hurts U.S.-flag companies, and that hurts us. But other adverse effects of FOCs are not so obvious. The environment is harmed when pollution is released into the ocean or air as a result of poor seamanship, unsafe vessels, language barriers, or just plain greed. Traditional seafarers all over the world including us, are watching their job base erode, or have no flag state maritime left at all. And the crews aboard the worst of the FOC ships run by unscrupulous owners know the adverse effects of the FOC system most intimately. In my experience aboard FOC vessels, I have witnessed crews bunking on steel decks, rotten and understocked food stores, non-functional and non-existent safety and emergency gear, pest infestations, and engine rooms in which our members would refuse to work.

Who stands to gain from FOCs?

Unfortunately, too many people: manning agents, shippers, ship owners, legislators, and many others. That's why it is so difficult to solve the problem. Ship owners give their vessels a false nationality because the country they choose either does not or cannot enforce minimum standards, much less trade union rights, for seafarers. If the flag country did, the ship owners would lose interest in them. Likewise, the seafarers' home countries are often unable to protect them, as their laws mean little aboard ship. This enables the owner to cut corners to save money. The crews often work for shockingly low wages and are often cheated out of those. They likely have to pay to get the job in the first place (usually \$500 to \$2,000, but as high as \$3,000). These seafarers get little time off, have inadequate medical attention, receive poor provisions, and, too often, sail on ships that are not seaworthy.

What is the ITF's FOC campaign, and what does it hope to accomplish?

The Campaign began in earnest in 1948 with both the Seafarers' Section and the Pledged Support of the Dockers Section. In 1958, the ITF mounted a

four-day World Boycott that affected approximately 90 percent of the possible shipping. This event also made history as the first successful Global Industrial Action coordinated by trade unions. The cost, though, was heavy, as many unions were hit with lawsuits and punitive damages. The 1960s saw more activity focused on governmental action, which, unfortunately, produced little at that time other than for the U.N. General Assembly to verbally condemn the FOC system. With the inception of the Inspectorate in the 1970s, the ITF FOC campaign has grown in influence and in content. There are now inspectors in every region of the globe and well-planned actions, accompanied by effective publicity and governmental lobbying taking place regularly. The primary objective of the FOC Campaign, from its beginnings in 1948, has been to drive FOC ships back to their national flags, establish a genuine link between the owner and the flag. The secondary objective has been to organize seafarers on FOCs through collective agreements providing certain minimum standards agreed upon by ITF-affiliated unions. The secondary objective has become the dominant part of the Campaign in the face of the relentless growth in FOC shipping following the disastrous United Nations Convention of the Conditions for the Registration of Ships (UNCRRS) in 1986, which effectively legitimized FOCs.

Who benefits from the successes of the ITF's campaign?

We all do. As trade unionists, we must agree that seafarers who work aboard FOCs deserve decent wages, working conditions, and benefits. For most of these seafarers, The ITF affords the only access to these basic provisions we take for granted. For us, the MEBA officers, the ITF affords another kind of opportunity. Every dollar we cost the FOC ship owner makes us that much more competitive. By dogging the FOC ship owners with collective agreements, wage claims, safety and other port-state control matters, we increase the standard. I know the standard doesn't necessarily meet ours, but consider this just one flank in a multi-faceted battle, to be held or moved for the war to be won. And in this, the first true global marketplace, the ITF, the only effective international trade union network in the world, has succeeded in establishing minimum wages and conditions over a large section of the international shipping industry.

Why hasn't the ITF's 50-year campaign been more effective?

There are many factors that prevent a more successful campaign. The strength and size of national seafaring unions, particularly in traditional maritime countries, has declined rapidly. Reduction in membership, dues, and full-time officials engaged in defending this interest makes conducting the campaign more difficult. The relatively weak bargaining power of unions in labor supply countries, who face constant threats to replace their members with more compliant nationalities, only adds to this dilemma. Further, the FOC ship owners and their increasing political savvy that influences some governments and their agents to look away as they try to erode standards further continues to put money in the pockets of all but those who toil on the ships.

What are the most effective weapons in the ITF campaign?

There are several important weapons in ITF's arsenal. One is the democratic nature of the ITF organization, which, through its affiliated unions, fights to accomplish goals that benefit not only those unions, but also seafarers who have no representation. ITF's two most frequent points of contact are with shipping companies and world leaders. ITF's impact is felt at every world body meeting that it attends, every contract it negotiates, and in every action that union leaders around the world participate in, such as the recent Week of Action in the U.S. and rally held on the Capitol steps. Another effective tool is the Inspectorate, the ITF affiliates' representatives in the trenches. With its affiliated unions, such as the support that MEBA has given over the years, the Inspectorate is one of the ITF's most effective tools. Each inspector uses the resources available to take the FOC fight directly to the ships. We like to tell FOC owners that there is "no place to hide."

Why doesn't the U.S. government do more to fight the abuses of the FOC system?

Why doesn't any government body more strongly support labor issues? The answer to this question is the answer to so many other questions: money, a simple reason to identify, but a complicated hurdle to overcome. ITF's work with the IMO and the ILO to raise social, safety, and environmental standards has had some success, with an increasing number of governments and ship owners accepting the need to take these issues seriously. The IMO flag-state imple-

mentation process will, if it reaches a satisfactory conclusion, drive many existing registers out of business. Yet, while it may be possible to close down some and clean up others, the sad truth is that it is unlikely that any action taken within the IMO or ILO alone can eradicate FOCs.

How do U.S. marine officers (and unlicensed mariners) benefit directly from the ITF's flag-of-convenience campaign?

The ITF Secretariat publishes papers, lobbies, and publicizes issues affecting seafarers worldwide. The ITF's former educational touring vessel, the GLOBAL MARINER reached millions through news publications, videos, and visits during its world tour. Regional Days and Weeks of Action draw attention by their tactics and associated lobbying efforts. The Cruise Ship Campaign has been highly visible and could possibly, if ultimately successful, provide job opportunities for our mates and engineers. Finally, the Inspectorate is charged with exposing the FOC system. Like it or not, we are tied to every other seafarer in the world, no matter how poorly they are treated. It's in our own best interest to elevate their standards, to make visible to the world the heinous FOC system. The FOC Campaign helps raise the bar by promoting higher standards worldwide, and that directly affects MEBA members, who represent the highest of those standards.

What can I do, as an individual, to support the fight against abuses in the flag-of-convenience system?

At every speaking engagement, I ask the audience to get involved. There are many ways to have an impact: volunteer a day at a Seamen's Center, write to your Congressman, speak up, contribute to your political action fund. First, we must, as an organization, maintain a consistent policy toward the ITF, one that assures we maintain the good relationship and positions we have worked to develop. When another GLOBAL MARINER or Week of Action event occurs, get involved. Many elected leaders and other officers who set policies and make laws that affect us attend these functions. Then, as worn out as this advice sounds, write to your elected representatives in Washington. Educate yourselves,



Half of the New Carrissa in flames. This Panamanian-flag tanker with a Filipino crew deposited 70,000 gallons of oil into Coos Bay, Oregon when it ran aground in March 1999.

through your union, about bills that are being worked on at any given time, and express your support or opposition. Encourage your family, friends, and neighbors to do the same. Will it make a difference? You bet. We turned away the cruise ship tort reform bill with sheer numbers in a grass roots campaign.

Any last thoughts?

Yes, about a hundred, but I'll share just a few. It's an unwelcome fact that FOCs aren't going away. That's not a "give up the ship" resignation, just a recognition that we have to figure out how to fight back effectively. The ITF is a standard bearer in this battle, which is also MEBA's battle. It is important in realizing our goals to develop the relationships that can help us achieve them, to align ourselves with those whose goals coincide with our own. We are up against 18,000 FOC ships; of that number, about 30 percent are covered by an ITF-approved agreement. Those are ships and crews who have nothing to compare to our contracts, yet having an ITF-approved agreement is a vast improvement over what their working lives would be like without one. Each one of us, as a member of MEBA, is also one of the over five million ITF members. So don't think of the FOC campaign as something having to do only with a foreign flagship. It's about us; it's for us. Take the time to learn more about it. I'm available to discuss it at any time

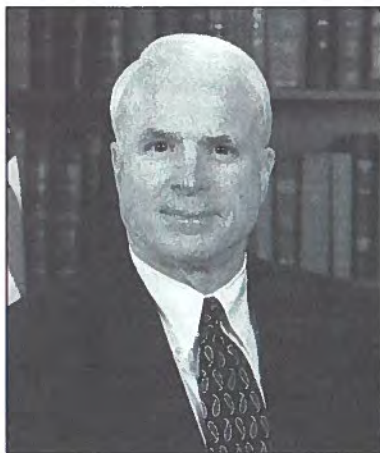
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MEBA Porthole

CRUISE BILL CRAFTED WITH AID OF MEBA IS DROPPED IN THE HOPPER

A bill the Union helped shape to boost a sagging U.S. cruise ship industry by removing barriers to the domestic cruise ship market was reintroduced by Sen. John McCain (R-AZ). A perennial initiative each legislative session by the Senator, the bill has picked up increasing support. The bill, which the MEBA helped polish into a "legislative diamond," would swell the number of opportunities for U.S. seamen aboard a newly invigorated cruise industry. The bill in last year's incarnation was reported favorably out of the



Sen. John McCain's cruise ship bill has a fighting chance in this session of Congress.

Senate Commerce Committee, which is chaired by Sen. McCain, but time ran out of the Congressional session before it could be placed before the full Senate for a vote. The bill invites U.S.-owned, foreign-built cruise ships to operate in the domestic trade under U.S.-flag for a limited period. In exchange, those ships must be repaired and maintained in U.S. shipyards, and the companies must commit to build future cruise ships in U.S. yards. The measure has a legitimate shot at passage in this session. The opposition from a segment of the U.S. shipyard industry has provided the impetus for Majority Leader Trent

Lott's reluctance to move the legislation. Upon its reintroduction, Senator McCain pointed out that "while we made great progress in advancing our goals during the last Congress, our efforts were blocked by the special interests of a small group of shipbuilders who prefer the status quo that allows them to dominate the small market for large U.S.-built cruise ships without the fear of competition."

STEVENS TO RECEIVE MARITIME INDUSTRY SALUTE TO CONGRESS AWARD

Sen. Ted Stevens (R-AK), a good friend of the MEBA, will be the 2001 recipient of the Maritime Industry Salute to Congress Award. The 17th annual award, presented by the Propeller Club of the United States, will be presented on May 1, 2001 in Bethesda, Maryland. The award honors a member of Congress who has provided outstanding leadership in supporting a strong American flag Merchant Marine, a United States shipbuilding capability and other allied industries. Stevens has been an active and ardent supporter of the American Merchant Marine and maritime industries during his long tenure in the Senate. He played an instrumental role in establishing and funding the Maritime Security Program, securing funding for Title XI, overseeing management of scarce marine resources and fisheries,



Sen. Ted Stevens, standing next to MEBA's Executive V.P. Bud Jacque, will be honored with the prestigious Maritime Industry Salute to Congress Award.

and working to ensure that the Coast Guard has the funding necessary to perform its vital functions. Stevens is sixth in seniority in the U.S. Senate and second among Republicans. He has been a member of the Senate since 1968.

INOUE BILL WOULD FIRM UP AUTHORITY FOR CARGO PREFERENCE POLICY

Sen. Daniel Inouye (D-Hawaii) has offered a bill that would extend further accountability for the administration and enforcement of cargo preference policy by federal agencies. It also beefs up the authority of the Maritime Administration to respond to improper policy dispensation by providing "such directions and decisions to federal agencies as will ensure maximum compliance with the cargo preference laws." That direction



Sen. Inouye is again taking the side of maritime interests in this session of Congress.

would include the issuance of penalties or sanctions under the law envisioned by the Senator. The bill, S. 64, was accompanied by the issuance of a related resolution also offered by Sen. Inouye (S.R. 11) that calls on federal agencies to properly administer cargo preference policy in compliance with the intent and purpose of cargo reservation laws.

On Washington

TOP SENATORS APPEAL TO PRESIDENT TO ENSURE VITALITY OF MARITIME INDUSTRY

Senators Trent Lott (R-Miss.) and John Breaux (D-LA) have co-authored a letter sent to the new President that offers their assistance in crafting ideas to stimulate a thriving maritime industry in this country. The letter packs some wallop behind it since Lott is the Senate Majority Leader and Breaux was Pres. Bush's early choice for Secretary of Energy. The Senators made reference to the President's statement that was issued on the campaign trail that expresses Bush's strong support for a healthy maritime industry. "You've noted the importance



Powerful Senators Lott and Breaux offered President Bush their assistance in forging beneficial maritime law.

of reducing our dependence on foreign sources of energy.

Maintaining an independent capability to transport our military equipment overseas is critical to our national security." They reiterated their fervent belief that the country's security would, in fact, be compromised without fastidious attention and meaningful legislation to foster growth in the industry. "Without a vital U.S. Merchant Marine and shipbuilding capacity, our military power would depend on foreign interests to build and repair our nation's military vessels and provide the sealift required to mobilize its military forces." They called for the continued maintenance and funding of the Maritime Security Program, Jones Act and cargo preference. "We look forward to working with you to develop new ideas to revitalize the industry," the Senators concluded. "We can assure you that ensuring our nation has the port and waterway infrastructure, shipbuilding and ship repair capacity, U.S.-flag ships, and U.S. crews it needs would be a bipartisan effort." MEBA President Larry O'Toole was pleased with the Senators' offer. "This is an exceptional opportunity for our new President to demonstrate his commitment to a revitalized American Merchant Marine. The Lott/Breaux letter carves out an avenue for the new President to pursue substantive and meaningful policy that would help the President deliver on his pledge."

BE A SQUEAKY WHEEL, SAYS VICE ADMIRAL

Retired Vice Admiral James B. Perkins, III, former Commandant of the Military Sealift Command, told attendees at a recent MEBA Union officials meeting that



Vice Admiral Perkins (ret.) extended some of his vast maritime knowledge to participants at a recent meeting at the Calhoun MEBA Engineering School.

the maritime industry should toot its horn more often to remind Americans of its importance to the nation. Admiral Perkins, who is the Senior Military Advisor to the American Maritime Congress, has been mentioned as a candidate to be the new Maritime Administrator. He blasted the safety records of the "great maritime powers like Panama or Liberia or the Republic of the Marshall Islands." For them, he said, "safety is a crapshoot. Will the engineer speaking one language understand the mate's orders in another? Or will we have another episode from those guys who brought a bouncing ship along the New Orleans waterfront? – a debacle that could have been a lot worse." The U.S., he declared, has a proud maritime history and has the safest and most reliable vessels and manpower in the world. World War II would not have been the same without the hard work of our seamen. "It was one hell of a performance. It saved the world!" Unfortunately, people have forgotten about the vital role that merchant mariners play in the nation's security. "World War II is only a part of your heritage," Adm. Perkins affirmed, "a magnificent heritage which I'm sure you all are very proud of, but a heritage that the average American doesn't understand and doesn't appreciate. We need to tell that great story again and again and again." We have an important story to tell, he exclaimed, and we have to let it be known. "We have to shout from the rooftops how vital our maritime industry

is—and this is not just a job for the leadership. The rank and file need to shout it out as well. We need to shout how our fleet has shrunk, and how that jeopardizes our economy and our security. We need to tell our story. We need to tell it in letters to the editor, in radio call-in shows, at Elks Lodges, and Rotary Clubs, in church and at the bar, in pool halls, and in parent-teacher meetings...Maritime labor has the wherewithal, the energy, and the organization to get this word out—to tell this story. I urge you to take on this cause. Exclamation point!"

BUSH BUDGET PROPOSES MSP OVERSIGHT SHIFT TO DOD; SCRAPPING TITLE XI

President George W. Bush's budget, released in early April, formally proposes to shift oversight duties of the Maritime Security Program from the DOT's Maritime Administration to the Department of Defense. The plan announced that the transfer would be prudent in order "to consolidate the management of like-programs and achieve greater efficiencies..." It further stated that the transfer will "ensure a centralized national security focus in the management of this program." In a further decimation of MarAd's functions, the budget reveals that all new funding for the Title XI Ship Loan Guarantee Program would be completely stripped away. Only about \$4 million was budgeted to administer existing loans. A brief explanation contended that the proposal is part of "an effort to trim corporate subsidies." The American Shipbuilding Association called the proposal a threat to the U.S. maritime industry. "These are the wrong actions if the U.S. expects to remain a maritime nation." ASA ascertained that the program has engendered over \$4 billion in commercial shipbuilding in just over 6 years. A bipartisan coalition of Congressmen have already dispatched a letter to the President urging him to reconsider the decision saying that a lack of support for Title XI would wound the U.S. maritime infrastructure. They called the program "crucial in helping to sustain a U.S. maritime infrastructure necessary for our defense needs" and proposed that the Administration earmark \$100 million for the program. ASA called on the Administration to "demonstrate its commitment to a strong maritime

industry...rather than to dismantle it." The folks with the green eyeshades in the Office of Management and Budget supposedly authored the MSP and Title XI budget plans. That agency is seen as having an indifferent outlook toward maritime, viewing it more as a target for cost-cutting rather than an industry seeking growth. MEBA President O'Toole questioned the wisdom of the Title XI funding level calling it "a misguided decision by the Administration obviously driven by the bean counters at OMB. We know by President Bush's statement on maritime transportation (issued during the campaign) that he believes shipbuilding is a necessary component for the thriving maritime industry that he enthusiastically supports. He would do well to reassess his proposal." MEBA members are encouraged to blitz members of Congress with letters and phone calls stressing the importance of a robust U.S.-flag shipping industry and the need to strengthen, not water down, an agency sworn to uphold the Merchant Marine. The proper address is as follows: The Honorable _____, United States Senate, Washington D.C. 20510 or The Honorable _____, U.S. House of Representatives, Washington D.C. 20515.

ANWR BILL TO REDUCE DEPENDENCE ON FOREIGN OIL CONTAINS MARITIME PROVISIONS

Sen. Frank Murkowski's (R-AK) bid to lessen U.S. dependence on foreign oil would provide benefits for the maritime industry. Provisions spread over two newly introduced bills in the Senate, S. 388 and S. 389, propose a broadening of tax benefits to include U.S.-built drilling vessels; various modifications of MarAd's capital construction fund program including a repeal of alternative minimum tax provisions; and permission to drill in the protected Arctic National Wildlife Refuge (ANWR) which would boost

demand for U.S.-flag tanker tonnage. The legislation, termed the "National Energy Security Act of 2001," drew over 15 co-sponsors including Senators Trent Lott (R-Miss.), Ted Stevens (R-AK), John Breaux (D-LA), Conrad Burns (R-MT) and Ben Nighthorse Campbell (R-CO). The bills were referred to the Senate Energy and Natural Resources Committee.

MINETA AFFIRMS ADMINISTRATION'S SUPPORT FOR JONES ACT

Transportation Secretary Norm Mineta affirmed the Bush Administration's support for the Jones Act and other cargo preference statutes in a recent statement made available. Mineta responded in written form to questions posed by Senators during his confirmation hearings. Quizzed whether he agrees with the statement then-Governor Bush forwarded on the campaign trail, Mineta stated: "Yes I do. The Jones Act should be maintained. The Jones Act is an essential element of U.S. maritime policy that provides important economic and national security benefits to the nation, such as support of the U.S. shipbuilding and ship repair industries, and maintenance of a labor base of skilled American mariners." Phil Grill, Chairman of the Maritime Cabotage Task Force, thanked the Administration for its continued commitment to a U.S.-flag fleet in domestic waterborne commerce. "The Bush Administration understands the importance of a healthy U.S.-flag domestic fleet, both in terms of the nation's economic well-being and its national defense capabilities. America's Jones Act fleet is so efficient it transports nearly one fourth of the nation's domestic cargo for only 2 percent of the freight bill. Jones Act vessels also provide nearly 90 percent of the jobs available to American mariners. In times of crisis, Jones Act ships play a vital role in delivering equipment and supplies to U.S. military forces overseas and provide additional sailors to crew the U.S. Government's own sealift ships activated from reserve or reduced operating status. As long as America maintains the Jones Act as the foundation of U.S. maritime policy, U.S.-flag vessel operators will efficiently meet the needs of waterborne commerce while sustaining the maritime infrastructure that contributes so significantly to our national defense capabilities."



President O'Toole with Sen. Frank Murkowski. The Senator's bill would create new job opportunities for MEBA members.

Shoreside Scuttlebutt

BOSTON

Member Andrew Lee is set to make an attempt on Mount Ama Dablam in Nepal. Often called the "Matterhorn of the Himalayas," Ama Dablam towers 23,525 feet. Asked what he's done to prepare for the climb so far, Brother Lee replied, "I just got off a ship. I guess I've been changing fuel oil filters and cleaning lube oil purifiers to get ready." He'll arrive in Katmandu in early October to begin to climatize and organize sherpas. No word on whether he's planning to plant a MEBA flag at the summit if the attempt is successful.

HOUSTON

The Houston International Seafarers Center held a fundraiser at the recently-renovated Rice Hotel in downtown Houston. The evening's theme was "Ragtime at the Rice," a black-tie or period-costume (1920s) evening of entertainment. Representing MEBA were Houston Branch Agent Scott Liebling and his wife Marian, Houston Dispatcher Erin Bertram and her escort (deck officer) Ross Gauld, and Capt. Reginald McKamie and his wife Geneva...MEBA Houston welcomes Capt. Wayne Farthing, the new MM&P port agent for the Gulf. Capt. Farthing is working out of MM&P's Houston office, and we look forward to working with him over the coming years...Corpus Christi representative Walter Beale is leaving his position due to illness. We all wish him a speedy recovery and all the best during his second retirement...Patrolman Robert Barron and Dispatcher Erin Bertram represented MEBA at the Texas A&M University



The exterior work has been completed on the new Luebke Center at the School. The excitement begins to crescendo for the grand opening this Spring.

Maritime School's career day. Thanks to Lee Kincaid for providing MEBA items for distribution to the cadets...Branch Agent Scott Liebling was reelected to the Harris County AFL-CIO executive board. He was also elected to the local Union Community Fund board of directors. The Union Community Fund is a pilot program of the National AFL-CIO and is a worker-owned and directed charity, similar to the United Way...This is an election year for City of Houston municipal candidates, and we're looking forward to a busy campaign season. Many of the candidates are term limited, and MEBA members will be working to assist AFL-CIO endorsed candidates in their races...Thanks to all of the members who have volunteered to take part in local labor activities.

Municipal Labor Committee in an effort to obtain a good contract. Mike O'Toole and Dan Kerbawy are working with the Union to ensure that the new Staten Island Ferryboats are properly manned...Patrolman Jim LaRiviere met with New York Governor George Pataki on March 28th and again on April 17...The New York membership is adjusting to life without the medical clinic and are looking forward to the new clinic at the School...Government Fleet Representative Randi Ciszewski and her husband Robert have just celebrated their son Dylan's first birthday...Atlantic Coast Vice President Paul Krupa has negotiated a leave of absence program for the relief engineers aboard the NPR vessels.

NORFOLK

Keystone MarAd Ships CAPE RAY, RACE and RISE continue to be on ROS with MEBA Engineers performing daily PM. Patriot LMSR Ships: USNS SEAY went to a local shipyard for its third time to repair leaks in one of its CP propellers and stern seal and returned to Baltimore. USNS YANO and SHUGHART had successful sea trials and are set for main engine bearing and liner work. Both are tentatively scheduled to be berthed at Violet, Louisiana. USNS GORDON and GILLILAND remain in ROS and are performing PM and repairs to its deck and engine machinery. USNS MENDONCA is presently at Avondale in NOLA and is scheduled to arrive Norfolk on 24 April for a 70-day post delivery availability.

LOS ANGELES

Member J.R. Hardin and his wife Celia are the proud new parents of future Chief Engineer baby Joseph. Congrats!

NEW YORK

The MEBA joined the New York City Uniformed Coalition Bargaining Committee to help settle the Fireboat contract...The Staten Island Ferryboat Officers are involved with the New York City



Houston Dispatcher Erin Bertram with deck officer Ross Gauld at the Seafarers Center's 1920's night.

Permanent lay berth to be decided at a later date. USNS *BOB HOPE* arrived in Norfolk in mid April and is due to be transferred from Maersk to Patriot by the end of the year... Norfolk Based MSC MEBA Ships update: (All MEBA C/Es) USNS *MOHAWK*, C/E Pat Murray- In Mediterranean Sea on Fleet Ops. USNS *CONCORD*, C/E Don Skurka- In Mediterranean Sea on Fleet Ops also due to be transferred to MSC Pacific in May. USNS *SUPPLY*, C/E Jeff Bartlett - Ship to be turned over to MSC Atlantic in July from the Navy. USNS *PATUXENT*, C/E Mike Clark- In Mediterranean Sea on Fleet OPs. USNS *SATURN*, C/E Pete Schuffels- Left Navy Base Norfolk for fleet exercise off Atlantic. USNS *SIRIUS*, C/E Steve Burdi- At Navy Base Norfolk for in-port training. USNS *LARAMIE*, C/E John Tuite- Finished shipyard period and sailed at the end of March for the Mediterranean. USNS *APACHE*, C/E Tim Carway- Went on fleet exercise in Gulf of Mexico. USNS *GRUMMAN*, C/E Paul Jutras- In Baltimore Shipyard for overhaul. USNS *BIG HORN*, C/E Bob Diles- In Mediterranean with fleet. USNS *KANAWHA*, C/E John Conway- In Persian Gulf doing fleet ops. USNS *JOHN LENTHALL*, C/E Doug Puritis- Sailed for off coast fleet ops.

PORTLAND

Hall representative Marc Townsend and his wife Bonnie attended the Puget Sound Steamship Association event along with John and Kathy McCurdy, Mike and Carol Jewell, and Kim Higgins. The event was a fundraiser for the Sea Explorer scouts and was attended by leaders of the maritime industry... The OVERSEAS WASHINGTON (Alaska Tanker Company) has been in the Cascade ship repair yard for an extensive period, as the vessel needed new

main condenser tubes. The OVERSEAS VIVIAN (OSG) returned from a grain trip to North Korea. C/E Brian Seward commented to Representative Townsend that the voyage was difficult, with extensive steel work required during and after the voyage. The vessel is awaiting another grain shipment to North Korea.... Brother Townsend attended the Union officials meeting at the Calhoun School on March 14 and 15th saying that it was very enlightening, particularly the information on current and future organizing programs. Rep. Townsend noted that Vice Admiral Perkins spoke at the function and that he has been named as a candidate for the next Maritime Administrator. "The membership would do well to write letters in support of Admiral Perkins' nomination."

ITF

The ITF's cruise ship campaign office in Port Canaveral has been occasionally lent to the Teamsters and the International Longshoremen's Association (ILA) over the last few weeks for various organizing events... The ITF came to the rescue of horribly mistreated sailors aboard the flag of convenience vessel *JOY WAVE*. They were able to put together a fairly satisfactory resolution in which almost all of the 170+ crew were finally paid off and repatriated back to their assorted countries.



At the "Ragtime at the Rice" shindig are (l-r) Sister Pam Van Giessen, Houston Branch Agent Scott Liebling, Marian Liebling, Father Rivers Patout and Patricia Nemec. Pam, Rivers and Pat are with the Houston International Seafarers Center.

NEW ORLEANS

The Massachusetts Maritime Academy training vessel for 2001 docked at the Bienville Street wharf from February 10-13, 2001. Activities included a reception on Sunday, a career day where the Calhoun School and the Union was represented on Monday, and Union hall and MEBA ship visit on Tuesday. During their career day, Dana Woodruff 2nd A/E on the USNS *MENDONCA* was able to assist us with the presentation. As a 1999 K.P. graduate sitting for her 2nd A/E's license she has the perspective of the successful new applicant in this Union. Our MEBA members sailing on board the vessel, Bruce Hartwell, Carol Curtiss and Tim Brady provided the cadets with information about the benefits of MEBA membership. The interested seniors visited the New Orleans hall located 8 blocks from the



At a party given for MEBA in the Port of Corpus Christi are (l-r) David Perry, Houston Patrolman Bob Barron and Ben Perry, representative at the Port.



On the LMSR USNS *SHUGHART* (l-r) C/E John Kuhr, 1st A/E Mike Tinkel, 2nd A/E Finn Kristiansen, 3rd A/E Glenn Sharp and 3rd A/E Robert Morales. Operated by Patriot Contract Services, the *SHUGHART* is set to be homeported in Violet, Louisiana.

training ship where Representative Lou Marciello reviewed application procedures and shipping rules. We then made a visit to the MEBA's newest LMSR the USNS MENDONCA which was docked in Algiers, LA across the river. The Chief Engineer Ron Binetti gave us a wonderful tour of this beautiful new ship. The ship's engineers, Phil Blaha, 1st A/E, Lidia Pollard 2nd A/E, Dana Woodruff and Aaron Teeling 3rd A/E, were demonstrating the main engine's automated control checklist prior to USCG approval which allowed these students a chance to see our highly skilled, professional MEBA engineers in action...The 46th Annual Convention of the Louisiana AFL-CIO was held in Baton Rouge from March 5-7, 2001. Ron Davis, Gulf Coast VP, attended. The OMU made a presentation on our efforts in the Gulf so that the LA AFL-CIO affiliates are informed about this continuing campaign. One of the key items at this convention was the LA AFL-CIO has endorsed a law firm in a class action for members who have suffered injury from possible exposure to asbestos or dangerous chemicals. This firm, LaBlanc Waddell, made a presentation to MEBA members at the New Orleans hall prior to doing testing in the area. For more information about this action Ron Davis can be contacted at the New Orleans hall...A meeting of the Ship Operations Cooperative Program (SOCP) took place at Litton Avondale/UNO Maritime

Technology Center of Excellence at Avondale Shipyard in New Orleans, Louisiana from March 13-14, 2001. It featured Rear Admiral Paul J. Pluta, Eighth USCG District Commander as the luncheon speaker. Topics covered were legislative issues surrounding the maritime industry, voyage data recorders, Smart Cards, ballast water, mariner recruitment and a U.S. Shipyard panel. Lee Kincaid is the co-Chair of the SOCP. Henry Phillips, Calhoun School director, Marc Huber New Orleans Patrolman and Lou Marciello, Representative also attended...The Gulf Coast Mariners Association (GCMA), which is supported by MEBA, has filed a lawsuit on behalf of the federal government in U.S. District Court in Lafayette, LA against Ensco Marine Co. Inc. and Ensco Offshore Company Inc. The companies, which are wholly owned subsidiaries of Ensco International Inc., operate 28 supply vessels and 54 mobile offshore drilling rigs. The suit was filed originally Aug. 30, 2000, and remained sealed until March 12, 2001. Filed under a whistleblower statute called the False Claims Act, the suit contends the Coast Guard was notified of only one of 44 accidents that required medical attention during a five-year period between 1993 and 1998. No court date has been set for the suit...The New Orleans Mardi Gras season ended on Tuesday, February 27 this year. The hall was closed for business on Mardi Gras day, but due to the voluntary efforts of the staff, remained open to its membership to allow parade parking and comfort facilities. The many members that utilized this service enjoyed their family and friends during this season of revelry while collecting some of the treasured "catches" such as Zulu coconuts from the many krewes that pass one block away.

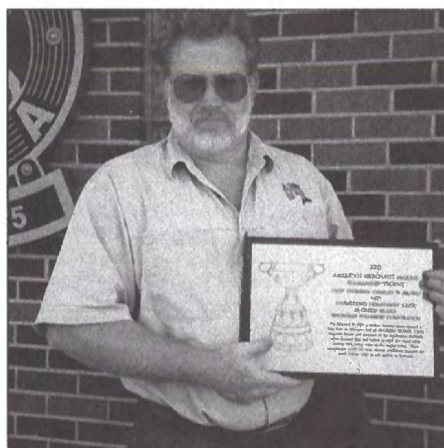
SAN FRANCISCO

Representative Bill Ward and Patrolman Jon Anderson took part in the Coast Guard's Harbor Safety Committee Conference on March 18-20. They joined guests and speakers that included Coast Guard Commandant Adm. James Loy, Pacific Maritime Association Pres. & CEO Joseph Miniace, CSX Pres. & COO Chuck Raymond, Grant Stewart of Patriot and Senate Commerce Committee minority counsel Carl Bentzel. Much of the discussion centered on the growth and sustainability of the Marine Transportation System (MTS).

The MEBA reps found the best location with the highest visibility for their exhibit/display booth and as a result stayed constantly active and received excellent publicity....The San Francisco Union hall held a "Hazmat Training Class" on March 19-21, the fifth such class since 1999. This arrangement allows the hall to bring in outside vendor training so that members have another option in meeting their required training deadline....On Saturday, March 24th at the War Memorial Veterans' Building in San Francisco, the American Merchant Marine Veterans, Golden Gate Chapter, held their annual St. Patty's Corn Beef Dinner where fun was had by all...The MV CAPE HUDSON, which is berthed normally at pier 50 in San Francisco overlooking the beautiful PacBell baseball park, went on a 4-month activation in March to the Far East visiting such countries as Singapore and Thailand. Aboard her are Chief Engineer Ray Jones, 1st A/E Joe Brooks, 2nd A/E Harry Hauge, and 3rd A/E Jason Randall...The S.F. Marine Engineers' Giants' Association (SF MEGA) did a lottery drawing of Giants tickets for the 2001 baseball season. Members started a co-op in 1999 to purchase season tickets in club level seating. This has been a huge success since the team has continually drawn a full house.

SEATTLE

The Seattle hall started the Spring off with John McCurdy, Mike Jewell, and Marc Townsend and their wives, along with Kim Higgins a MEBA Mate, and John Rice, a MEBA engineer, representing MEBA at the 74th Annual Steamship Dinner...The first quarter Retirees Meeting took place with Ron Gunnar as chair with approximately 40 retirees in attendance. Many a sea tale was told, with Bob Hull winning the first annual Sea-Story award...At the closing of the March meeting, we held a celebration of the 10-year anniversary of becoming a democratic Union. Many stories were told and remembered about the turbulent months surrounding this milestone. The Washington State Ferries dues increase passed. The WSF members showed great solidarity in passing this increase which affects only them...In other news MEBA Seattle was again represented at the Connecticut Maritime Association conference by Mike Jewell who took the opportunity to renew contacts made last year.



Chief Engineer Charles W. Brown displaying his plaque for the American Merchant Marine Seamanship Trophy in front of the New Orleans hall. Chief Brown was the first engineer to ever receive this prestigious award along with the engineering department on the SS GREEN ISLAND for their efforts in saving the ship from a hull failure in February 1999 while crossing the Atlantic.

GUILIS J. BALDINELLI

Guilis Baldinelli met his end on November 1, 2000 at the age of 89. He had become a member in 1937 and collected over 33 years of pension credit en route to his retirement in 1981. He was a lieutenant commander with the U.S. Maritime Service in WWII and sailed in support of armed forces in Korea and Vietnam. Brother Baldinelli last sailed for Sea-Land Service in 1979. He had resided in Gainesville, FL. Survivors include brothers, Albert, Pat, and Armand; sisters Mary Furney and Betty Fucillo; four sons, Guilis Jr., Albert, Robert and Joseph; daughter, Darleen Fay Pournia and nine grandchildren and seven great-grandchildren.

VERNON L. BARTLEY

Vernon Bartley made his final voyage on August 28, 2000 at the age of 89. He had earned 20 years of pension credit in a career that wound down in 1962. Brother Bartley last resided in Mobile, AL and is survived by his wife Essie, son Robert and daughter-in-law Linda.

FORREST A. BENSON

Forrest Benson steamed into the sunset on November 27, 2000 at the age of 76. He had been a member since 1952 and sailed continuously until 1983 when he came back from sea with U.S. Lines. Brother Benson committed many years of volunteer service to the city of Virginia Beach following his retirement. He is survived by his wife of 47 years, Elsie, two daughters, Katherine B. Pim and Sandra E. Smith, and one granddaughter, Holly Pim, the light of his life. Also surviving are two sisters, Dorothy Sorey and Betty Spiegel; sons-in-law, Jerry V. Smith and Benjamin F. Pim. He was "Uncle Bubba" to numerous nieces and nephews.

GEORGE BUTLER, JR.

George Butler, Jr. made his farewell on December 3, 2000 at the age of 78. Hired by former Atlantic Coast V.P. Bud Lamy, Brother Butler had served as Patrolman and Representative at MEBA's New York hall for over 20 years. He was elected as a representative at three different National Conventions. Before that he sailed as a 2nd engineer. He accumulated over 26 years of pension credit and took his retirement in 1992 after

a career that began in 1966. He resided in Irvington, NJ and is survived by wife Nannie, son George and many friends.

JAMES L. FULLER

James Fuller was 74 years old at the time of his death on November 29, 2000. A member since 1954 he sailed for various shipping companies for the next 32 years. He last sailed for Lykes Bros. in 1985. Brother Fuller resided in Phil Campbell, AL.

JOHN L. JOYCE

John Joyce journeyed to the next world on October 30, 2000 at the age of 87. He collected 20 years of pension credit en route to his retirement in 1965. He last sailed for States Marine in 1962. Brother Joyce resided in Hollywood, FL.

RAYMOND B. KASH

Raymond Kash steamed into the sunset on September 13, 2000 at the age of 89. He joined the Union at the age of 48 and collected over 15 years of pension credit until his retirement in 1983 during which he worked various night relief jobs. Brother Kash was a resident of Beattyville, KY.

JOHN L. KIESEG

John Kiesege departed on November 22, 2000 at the age of 79. A longtime member who accumulated over 31 years of pension credit, he last sailed for American President Lines in 1976, a year before his retirement. Brother Kiesege lived in Menlo Park, CA and is survived by his sister Naomi Wilson.

ALEXANDER KOZEL

Alexander Kozel crossed the final bar on November 17, 2000 at the age of 84. He had been a member of District 3 - the Radio Officer Union since 1944. Brother Kozel sailed for various shipping companies including Sea-Land, Farrell and Delta Steamship. He last sailed in 1982, a year before his retirement. He was a resident of Hendersonville, TN.

HILLARD KOZLOWSKI

Hillard Kozlowski bade farewell on June 22, 2000 at the age of 87. A long-time member who joined the MEBA in 1936, he served his country proudly

in the Merchant Marine during World War II and sailed for various shipping companies after the war including Keystone. Brother Kozlowski retired in 1981 and resided in Baytown, TX. He is survived by his daughter Linda Veselka.

WILLIAM S. LEWIS

William Lewis passed away on August 13, 2000 at the age of 77. A member since 1963, he collected 20 years of pension credit until his retirement in 1986. He last sailed for Puerto Rico Marine the year of his retirement. A resident of Lake City, Florida, Brother Lewis is survived by his sister Martein Helm and niece Virginia Caustic.

DANIEL J. MAHER

Daniel Maher was 79 years old at the time of his death on October 31, 2000. He joined the MEBA in 1943 and worked for various shipping companies until his retirement in 1982. He last sailed for Prudential Lines in 1978. Brother Maher lived in Carson, CA and leaves behind a daughter, Darlene, and nephew Theodore Schultz.

WILLIAM M. MAJICH

William Majich died on October 5, 2000 at the age of 80. He last sailed for U.S. Lines in 1984 and retired the next year after a career at sea that began in 1967. Brother Majich lived in Yokohama, Japan and is survived by his wife Mitsue.

JOHN MAKO

John Mako journeyed to the next life on December 18, 2000 after almost 26 years of retirement. He was 88 years old. Brother Mako last sailed for States Steamship in 1974 and had collected 30 years of pension credit. He resided in Lomita, CA and is survived by his wife Zuma.

THOMAS F. MURPHY

Thomas Murphy left this world on September 25, 2000 at the age of 87. He collected 20 years of pension credit and enjoyed his retirement for the last 35 years. Brother Murphy was a resident of Baltimore, MD.

ERNEST W. PHILLIPS

Ernest Phillips, a pensioner since 1974, died on November 1, 2000 at the age of 79. He had

amassed 25 years of pension credit. Brother Phillips last sailed for Sea-Land Service in 1973. He lived in Jupiter, FL and leaves behind a daughter, Donna Phillips.

JOHN A. PHILLIPS

John Phillips steamed into the sunset at the age of 71 on September 25, 2000. A retiree since 1991, he accrued almost 20 years of pension credit. Brother Phillips last went to sea in 1990 for Lykes Bros. He had resided in East Islip, NY.

JOSEPH O'BRIEN RAMSEY

Joseph Ramsey, MEBA's Representative in Savannah, GA, made his final voyage on March 11, 2001 at the age of 90. A MEBA member for over 50 years, Brother Ramsey was born and raised in Savannah. As a merchant mariner he aided his country during World War II, Korea and Vietnam. He was a member of the Knights of Columbus, Fenians Society, Friendly Sons of St. Patrick, Ancient Order of Hibernians, Notre Dame Club, Benedictine Athletic Association, and Benedictine Alumni Association. He was heavily involved in the city's St. Patrick's Day Parade Committee for the last 70 years and was named "Savannah's Irish Ambassador" and the city's "Number 1 Irishman." April 6, 1996 was named "Joseph Ramsey Day" by Mayor Floyd Adams. He is survived by his wife Frances among many other friends and family.

FRANCESCO SFERLAZZA

Francesco Sferlazzi booked his final passage on August 15, 2000 at the age of 74. An active career saw him collect 38 years of pension credit between the time he became a member in 1945 and his retirement in 1985. A member of District 3 - Radio Officers Union, he last sailed with MEBA-contracted Farrell Lines in 1984. Brother Sferlazzi lived in Fort Lauderdale, FL and is survived by his sister Marie Gilmartin, nieces Fran Reid and Lucille Garypie, and nephew David Gilmartin.

STEPHEN P. SILKOTCH

Stephen Silkotch went to his eternal reward on November 22, 2000 at the age of 88. He enjoyed a quarter century of retirement after building up 30

years of pension credit in his MEBA career. Brother Silkotch lived in Anza, CA and is survived by his son Stephen and daughter-in-law Cheryl as well as his daughter Christine Summers.

ELLIOT O. SLAGHT

Elliot Slaght shuffled off this mortal coil on August 20, 2000 at the age of 84. A member since 1943 he last sailed for Amoco Shipping in 1982 and retired the next year. Brother Slaght lived in Vero Beach, FL. He is survived by his wife June and daughter Donna.

EWALD STEINER

Ewald B. Steiner took his final rest on October 21, 2000 at the age of 85. He joined the Union during World War II on the first day of 1944 concluding his career at sea in 1980 when he sailed for Delta Steamship.

Brother Steiner resided in Mobile, AL. He is survived by his wife Idell.

FRANK L. WALDRON

Frank Waldron departed this life on June 17, 2000 at the age of 91. He gathered 25 years of pension credit before retiring in 1975, the year he last sailed for Union Carbide. A resident of Galveston, TX, Brother Waldron is survived by his daughter Roberta Peterson.

JAMES R. WINGFIELD

James Wingfield made his final crossing on January 25, 2000 at the age of 84. He collected almost 23 years of pension credit in a career at sea that wound down in June of 1970. He last sailed for American Eagle Shipping in 1966. Brother Wingfield resided in Vancouver, WA and is survived by his brother Fletcher.

MEETING SCHEDULE

Port	April	May	June
Baltimore	Tues. 3	Tues. 8	Tues. 5
Boston	Mon. 2	Mon. 7	Mon. 4
Calhoun School	Wed. 4	Wed. 9	Wed. 6
Honolulu	Fri. 6	Fri. 11	Fri. 8
Houston	Tues. 3	Tues. 8	Tues. 5
Jacksonville	Wed. 4	Wed. 9	Wed. 6
Los Angeles	Thurs. 5	Thurs. 10	Thurs. 7
New Orleans	Wed. 4	Wed. 9	Wed. 6
New York	Thurs. 5	Thurs. 10	Thurs. 7
Norfolk	Thurs. 5	Thurs. 10	Thurs. 7
Portland	Wed. 4	Wed. 9	Wed. 6
San Francisco	Tues. 3	Tues. 8	Tues. 5
Seattle	Mon. 2	Mon. 7	Mon. 4
Tampa	Thurs. 5	Thurs. 10	Thurs. 7

SHIPPING REPORTS

January 2001		SHIPPING LIST REGISTRATION	DISPATCHED FROM SHIPPING LIST	CLEARED TO RETURN TO SHIP	PORT RELIEF REGISTERED	PORT RELIEF DISPATCHED
PORT	GROUP	ENGINE DECK	ENGINE DECK	ENGINE DECK	ENGINE DECK	ENGINE DECK
BALTIMORE	GROUP 1	36 3	0 0	21 0	2 0	0 0
	GROUP 2	2 1	0 0	0 0	0 0	0 0
	GROUP 3	1 0	1 0	0 0	0 0	0 0
BOSTON	GROUP 1	68 23	9 2	16 0	6 0	7 0
	GROUP 2	30 1	3 0	1 0	3 0	0 0
	GROUP 3	23 0	9 0	0 0	0 0	0 0
CHARLESTON	GROUP 1	12 1	4 1	3 0	6 0	33 0
	GROUP 2	4 1	0 0	0 0	0 1	19 0
	GROUP 3	9 0	1 0	0 0	0 0	0 0
HONOLULU	GROUP 1	11 1	5 0	0 0	2 0	37 0
	GROUP 2	3 0	0 0	1 0	2 0	3 0
	GROUP 3	2 0	0 0	0 0	1 0	30 0
HOUSTON	GROUP 1	29 3	6 0	10 0	2 1	15 0
	GROUP 2	10 0	2 0	0 0	2 0	16 2
	GROUP 3	2 0	1 0	0 0	5 0	13 0
JACKSONVILLE	GROUP 1	29 1	6 0	4 0	6 0	28 0
	GROUP 2	3 0	1 0	0 0	4 0	1 0
	GROUP 3	4 0	2 0	0 0	0 0	0 0
LOS ANGELES	GROUP 1	58 0	22 0	6 1	10 0	68 0
	GROUP 2	11 1	1 0	1 0	2 0	18 0
	GROUP 3	11 0	4 0	0 0	1 0	4 0
NEW ORLEANS	GROUP 1	35 5	6 0	10 3	1 0	12 0
	GROUP 2	5 2	0 0	0 0	3 0	10 0
	GROUP 3	5 1	1 0	0 0	2 0	4 0
NEW YORK	GROUP 1	51 8	10 1	7 3	11 1	30 0
	GROUP 2	11 0	5 0	0 0	12 0	28 0
	GROUP 3	10 0	4 0	1 0	6 0	0 0
NORFOLK	GROUP 1	14 1	1 0	7 1	1 0	0 0
	GROUP 2	0 0	0 0	0 0	0 0	1 0
	GROUP 3	9 0	0 0	0 0	2 0	9 0
PORTLAND	GROUP 1	12 0	0 0	5 0	0 0	9 0
	GROUP 2	1 0	1 0	0 0	0 0	0 0
	GROUP 3	2 0	0 0	0 0	0 0	0 0
SAN FRANCISCO	GROUP 1	83 6	11 1	21 0	6 0	28 0
	GROUP 2	17 2	6 0	2 0	7 0	24 0
	GROUP 3	18 1	6 0	0 0	7 0	18 0
SEATTLE	GROUP 1	80 6	9 0	19 0	11 0	28 0
	GROUP 2	19 1	6 0	0 0	14 0	24 0
	GROUP 3	12 0	0 0	0 0	3 0	0 0
TAMPA	GROUP 1	24 4	4 1	5 1	4 0	6 0
	GROUP 2	4 2	1 0	0 0	1 0	4 0
	GROUP 3	2 0	3 0	0 0	0 0	0 0

Note: Job figures are for the calendar month. Registration figures are compiled on the last business day of the month. * 1 Term ** 0 Terms *** 0 Terms **** 0 R/O

SHIPPING REPORTS

February 2001		SHIPPING LIST REGISTRATION	DISPATCHED FROM SHIPPING LIST	CLEARED TO RETURN TO SHIP	PORT RELIEF REGISTERED	PORT RELIEF DISPATCHED
PORT	GROUP	ENGINE DECK	ENGINE DECK	ENGINE DECK	ENGINE DECK	ENGINE DECK
BALTIMORE	GROUP 1	34 4	1 0	9 1	4 0	0 0
	GROUP 2	2 1	0 0	0 0	0 0	0 0
	GROUP 3	1 0	1 0	0 0	0 0	0 0
BOSTON	GROUP 1	61 21	6 2	25 1	4 0	4 0
	GROUP 2	28 2	3 0	1 0	1 0	0 0
	GROUP 3	21 1	3 0	0 0	4 0	0 0
CHARLESTON	GROUP 1	9 0	7 0	2 0	4 1	11 0
	GROUP 2	1 1	1 1	0 0	3 1	19 1
	GROUP 3	0 0	0 0	0 0	0 0	0 0
HONOLULU	GROUP 1	10 1	3 0	1 0	5 0	33 0
	GROUP 2	4 0	1 0	0 0	2 0	14 0
	GROUP 3	3 0	0 0	0 0	1 0	4 0
HOUSTON	GROUP 1	22 2	8 0	9 1	5 0	11 0
	GROUP 2	12 0	3 0	1 0	3 0	11 0
	GROUP 3	4 0	4 0	0 0	3 0	14 0
JACKSONVILLE	GROUP 1	30 1	4 0	3 0	7 0	38 0
	GROUP 2	3 0	0 0	0 0	4 0	7 0
	GROUP 3	4 0	0 0	0 0	1 0	2 0
LOS ANGELES	GROUP 1	66 1	10 0	7 0	8 0	45 0
	GROUP 2	13 0	1 0	0 0	5 0	25 0
	GROUP 3	13 0	2 1	0 0	3 0	9 0
NEW ORLEANS	GROUP 1	30 4	2 1	6 2	3 0	7 1
	GROUP 2	4 2	2 0	0 0	3 0	5 0
	GROUP 3	7 1	2 0	0 0	2 0	1 0
NEW YORK	GROUP 1	49 9	7 0	11 0	13 1	28 0
	GROUP 2	11 0	1 0	1 0	13 0	13 0
	GROUP 3	12 0	2 0	3 0	6 0	0 0
NORFOLK	GROUP 1	8 2	2 0	2 0	1 0	0 0
	GROUP 2	1 0	0 0	0 0	1 0	0 0
	GROUP 3	11 0	3 0	0 0	1 0	15 0
PORTLAND	GROUP 1	13 0	0 0	7 0	0 0	1 0
	GROUP 2	1 0	0 0	0 0	0 0	0 0
	GROUP 3	20 0	0 0	0 0	0 0	0 0
SAN FRANCISCO	GROUP 1	68 6	13 0	7 0	10 0	19 0
	GROUP 2	25 2	3 0	1 0	6 0	19 0
	GROUP 3	17 0	3 0	0 0	6 0	11 0
SEATTLE	GROUP 1	67 7	8 0	10 1	17 0	30 0
	GROUP 2	19 1	3 0	0 0	8 0	20 0
	GROUP 3	13 0	9 0	0 0	7 0	7 0
TAMPA	GROUP 1	20 4	4 0	1 0	4 0	6 0
	GROUP 2	1 1	3 0	0 0	1 0	1 0
	GROUP 3	1 0	0 0	0 0	0 0	0 0

Note: Job figures are for the calendar month. Registration figures are compiled on the last business day of the month. * 0 Terms ** 0 Terms *** 0 Terms **** 0 R/O

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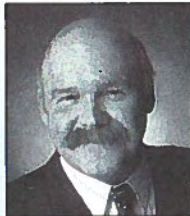
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FACES AROUND THE FLEET



From left to right are C/E Allen Spell, 1st A/E Mark Nowak and 2nd A/E Bob Sasso aboard the OVERSEAS CHICAGO.



2nd A/E Pat Tomaszewski, cleaning up aboard the MV TACOMA.



Aboard the SEALAND PRIDE, 1st A/E Scott Manchester is holding the purifier motor while 3rd A/E Bryant Salvesen sets up to put it in place. This photo is taken in the booster engine room in the main deck garage area.



MEBA members serving aboard the U.S. Army Corps of Engineers dredge WHEELER in New Orleans. At left is 3rd A/E Ken Barnett with 1st A/E V.J. Gianelloni.



MEBA engineers on the dredge ship WHEELER. 1st A/E V.J. Gianelloni is on the left. Jerry Winter, on the right, is the Chief Engineer aboard the vessel.



Chief Mate David Scott running a test on the bridge of the Keystone vessel CAPE VICTORY.

Crewmembers aboard the Matson LIHUE maneuvering the vessel into Hawaii. From left to right are MFOW member Robert B. with MEBA members Hieu (Jimmi) Nguyen (3rd A/E), Matt Lang (1st A/E) and Don Henderson (C/E).



Day Engineer Barry Reese aboard the CSX ENTERPRISE.



MEBA members were called in to help debunker a Spanish-flag vessel headed for the scrap heap. Aboard the NUEVO SAN JUAN (l-r) are two SIU oilers (one partially obscured) and MEBA's Pat Lemelledo, Pete Wojceki (NPR P/E), and MEBA members Jim Curran, Bill Haarmann and Ed Allen Jr.



Two of our members, C/E Joe Erskine (on the left) and 2nd A/E Gary Hout aboard the CSX ANCHORAGE, a D-7 ship.



Your Political Action Fund at Work

P.A.F. Fortifies Fundamental Maritime Programs; Elevates Union's Political Profile and Priorities

This legislative year seems to present a break in the action from the relentless attacks on the Jones Act and other laws that provide support for the maritime industry. With a broad base of political contacts willing to shout down challenges to flying the U.S. flag over sea-going ships it is time to convince those lawmakers to craft new laws to ensure the future of the American maritime industry. Sen. John McCain's cruise ship bill is a start, tax legislation to adjust inequities the U.S. industry faces from our subsidized overseas counterparts is another. The Political Action Fund reminds lawmakers that control of the oceans encircling our nation should remain in American hands.

With the stated support of the President and numerous politicians for the Jones Act and Maritime Security Program, it

appears that there are no imminent threats to these directives hovering on the horizon. However, with President Bush's budget that proposes to water down the Maritime Administration by stripping away its oversight of MSP and by earmarking no new funds for the Title XI federal ship loan guarantee program, it is evident that without friends in high places America's proud seafaring tradition could become a budget casualty. The P.A.F. is one of our strongest weapons to confront challenges to our industry and subsequently to our seafaring base. It helps to safeguard and cultivate an industry that is so intertwined with the course of our federal government. Help strengthen our political position, contact your local Union hall and contribute to the P.A.F.!



In February, MEBA attended a flurry of important meetings in Los Angeles involving both the AFL-CIO's Transportation Trades Dept. (TTD) and its Maritime Trades Dept. (MTD), the International Transport Workers' Federation (ITF) and many others. At left is MEBA's Assoc. General Counsel George Clements, Govt. Affairs Director Malissa Zimmerman, first-time Senator Mark Dayton (D-MN) and L.A. Patrolman Al Camelio.

Sen. Ted Stevens will be this year's recipient of the Maritime Industry Salute to Congress Award presented by the Propeller Club. A Member of the Senate since 1968, Sen. Stevens, is seen here with MEBA Pres. Larry O'Toole.



Rep. Chip Pickering (R-MS-3), on the right, was reelected to his third term in Congress with 73% of the vote. A former legislative assistant to Sen. Trent Lott, the Congressman serves on the Commerce Committee and is assistant majority whip as well as a member of the House Republican Policy Committee and Executive Committee of the National Republican Congressional Committee. Rep. Pickering, seen here with MEBA Secretary-Treasurer Bob McFeeters, is also a valuable friend to the maritime industry.

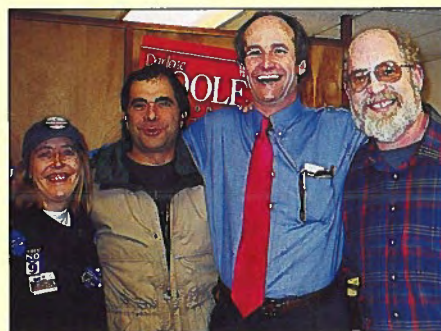


Rep. Corrine Brown (D-FL-3) was recently installed as the Ranking Member on the Transportation & Infrastructure's Coast Guard & Maritime Transportation Subcommittee. Her District includes Jacksonville, Daytona, Orlando and segments of nine counties. Rep. Brown appears here with MEBA President Larry O'Toole.



Democratic Governor Gary Locke was recently reelected to that post. MEBA has worked closely with the maritime-friendly Governor on various issues. At left is L.A. Branch Agent Duncan Ballenger, Seattle Dispatcher Kathy McCurdy, Gov. Locke and Executive V.P. Bud Jacque.

MEBA member Jules Rodillas with Sen. Daniel Akaka (D-HI). Senator Akaka demolished all challengers to his seat by winning 73% of the vote.



The P.A.F. is also active on the local level. MEBA supported the successful reelection bid of Oregon's Secretary of State Bill Bradbury. From left to right is the chairperson of the Oregon Maritime Pilot Commission and Bill Bradbury's wife Katy Eymann, MEBA member Wilson Johns, Bill Bradbury and Portland Rep. Marc Townsend.