

Marine Engineers' Beneficial Association

Marine Officer



December 2000

Volume 10 Number 4

Contents

MEBA's NDTA Activities Heighten

Maritime FocusPages 2-3

Deal for Tanker Trio to Create MEBA JobsPage 7

Annual Report Summaries from the

MEBA Plans OfficePage 8-12

ITF Escalates Blitz on Floating SweatshopsPages 18-19



Cornerstones

of the MEBAPages 22-25



Season's Greetings

FACES AROUND THE FLEET



Aboard the USNS APACHE are 3rd A/E Darren Monzingo and Chief Engineer Tim Carway. The vessel is a Military Sealift Command ocean tug.



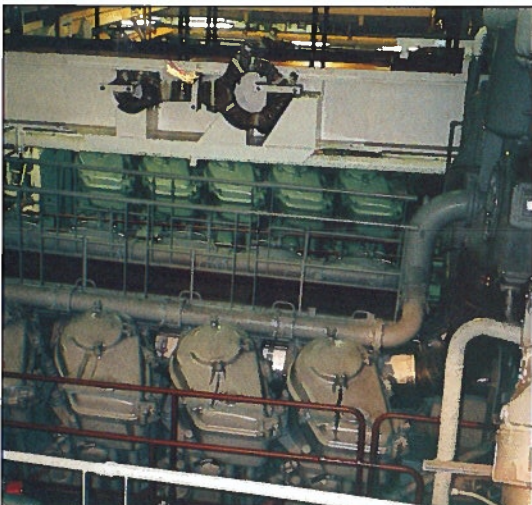
MEBA Engineer Scott Stone working on the generator aboard the MSC ship USNS NAVAJO last year. The vessel was used for filming the new movie "Men of Honor" starring Robert DeNiro and Cuba Gooding Jr. about Navy divers.



1st A/E David Blevins on the telephone and C/E Barry Wood at the console of the USNS SEAY.



MEBA engineer Claudia Cimini making various checks in the engine control station of the Matson ship MANULANI.



The main engines of the USNS SEAY.



A Houston Marine Engineering seminar in October drew a sizeable contingent who absorbed valuable knowledge. Coast Guard personnel attended along with MEBA members. In the back row, from left to right are Doug Bull, Gregg Barrs, Harry Kirmon, Chuck Plowman. Second row: Dave Hency, Howard Townsen, Leo Williams, Lynn Gillis, and Instructor Tom Cannon. Front row: Frank Johnson, David Blevins, Robert Barron, Brian Evjen, Mike Dunklin, Wilbur Roa, Robert Compher and Tim Welty.



PRESIDENT'S MESSAGE

The Merchant Marine: Cornerstone of Security

Frequently, after I tell somebody that as a Coast Guard licensed officer I am a part of the Merchant Marine, I receive a blank stare and I'm asked, "do you carry a gun?" We obviously need to raise public knowledge and understanding of the necessity of our important industry! It is up to us as mariners to improve the awareness of our neighbors and friends as to our profession. If widespread ignorance is allowed to persist, the industry faces even more difficult times.

Like it or not, Americans for the most part don't care who produces their goods much less who mans the ships that deliver consumer products. When is the last time you checked to see whether

your gasoline is domestic or imported? For most of us, price and quality dictate what we buy.

And there is no way to know whether the goods we purchase, for example computer equipment, were brought to our shores on U.S. bottoms. For us to pretend that the

friend Senator Mikulski put it so succinctly, the Merchant Marine is the national guard of the seas. Just as we wouldn't want a national guard of Panamanians, Liberians, and Cypriots responding to a local disaster, we should not be left without an American Merchant Marine for international crises.

"Clearly, what most resonates with Congress and the Administration is our tangible role in securing sealift for our military in times of trouble."

American consumer cares about who delivers their goods is to think parochially. While I'm sure the man on the street is grateful for the service we provide as marine officers, the truth is it wouldn't much matter to the average citizen what nationality delivers their goods to our shores. The benefit we provide to the consumer just isn't evident for those outside the industry.

What is the role of the Merchant Marine? If the consumers can't grasp our economic significance, what then? How do we take our message of relevancy to the policymakers who represent the American public? Clearly, what most resonates with Congress and the Administration is our tangible role in securing sealift for our military in times of trouble. As my

We are made up of civilians committed to our country and willing to back up that commitment by volunteering to enter the world's trouble spots with necessary military hardware. Ask any member of the military the price for freedom and you'll get the answer, "it ain't free." Indeed, while our security is priceless, it doesn't come cheap. However, a U.S. Merchant Marine is a cost effective solution, certainly cheaper than an all-military force in providing sealift.

Congress is waking up to the fact that our military is going to require some new investments to keep up its commitments. This view is shared by both political parties and is evidenced by recent military pay raises and prominent campaign rhetoric by both the Democratic and

Republican candidates for president. I, and others, feel the time is right, with budget surpluses and a consensus on rebuilding and investing in the military, for a greater commitment on the part of our government to ensuring that the Merchant Marine will be around in times of trouble. One example that we can support is former MarAd Administrator Warren Leback's call for a National Defense Product Tanker Construction program to rebuild the domestic product tanker fleet. Twenty-three of the current 66 domestic product tankers will be phased out of the domestic trades by 2005. The result, one million tons of deadweight capacity lost, roughly 37%, not to mention the displaced jobs and its impact upon the Merchant Marine.

As many international observers have commented, the irony of today's global security environment is that though the Cold War is over, the world is no less a dangerous place. There are numerous hotspots, the Middle East probably the most prominent, that could pull the U.S. into involvement. Without a Merchant Marine, and the commitment it entails on the part of our government, the U.S. will have no sure way of projecting its stability upon others.

Larry O'Toole

Marine Officer

Marine Officer (ISSN No. 1075-0996) is published bi-monthly by District No. 1-PCD, Marine Engineers' Beneficial Association (AFL-CIO) at 444 N. Capitol Street, NW, Suite 800, Washington, DC 20001-1570. Periodicals postage rate is paid at Washington, DC. POSTMASTER: Send address changes to the *Marine Officer*, 444 N. Capitol Street, NW, Suite 800, Washington, DC 20001-1570. Telephone: 202-638-5355; Fax: 202-638-5369; and Telex: 6505419892.

Marine Officer keeps D1-PCD, MEBA members, pensioners, and their families informed about the activities of the Union. D1-PCD, 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 MCFEETERS, Secretary-Treasurer

National Interests Justify Promoting A Strong Merchant Marine

There seem, however, two cases in which it will generally be advantageous to lay some burden upon foreign [industry] for the encouragement of domestic industry. The first is when some particular sort of industry is necessary for the defence of the country. The defence of Great Britain, for example, depends very much on the number of its sailors and shipping. The Act of Navigation, therefore, very properly endeavors to give the sailors and shipping of Great Britain [an advantage over] the shipping of foreign countries.

Adam Smith
Wealth of Nations
1776

Pursuit of Robust Transportation

MEBA Participation Helps Heighten Maritime Focus

MEBAs involvement with the National Defense Transportation Association has been especially constructive during this very busy year. Established in 1944 and billed as the "Authoritative Voice of Defense Transportation," the NDTA was organized to help cultivate a well-built and fluid transportation system supporting national defense. Comprised of military, government and private sector representatives, the Association is a pulpit for high-powered transportation officials to advocate the necessity of government focus on a key component of the Nation's defense. The MEBA has vigorously participated in various NDTA meetings and strategy sessions directed to stimulate maritime transportation.

In early October, over 1,200 military and civilian attendees flocked to Albuquerque, New Mexico where the organization staged its 55th Annual Transportation and Logistics Forum. MEBA's Houston Branch Agent Scott Liebbling, Norfolk Representative Tom Lilley, and Calhoun School Assistant Director for Operations Lee Kincaid took part in a discussion of issues that included military transformation, transportation education needs, and future technol-

ogy frontiers. Liebbling also recently spoke before the NDTA Chapter in Houston. A newsletter sent out to members thanked the Branch Agent for his insightful role in the group's get-together. "Our thanks to Scott Liebbling for his very interesting and sobering assessment of the role of the U.S. Merchant Marine in national defense, and the alarming shortage of crews available to man our ships in times of crisis." Calling Liebbling's summation "especially timely," the newsletter raved that they were able to acquire an "accurate and in-depth presentation of the situation."

As a member of the NDTA's elite Military Sealift Committee, MEBA President Larry O'Toole takes part in meaningful work sessions that review and explore issues confronting the U.S. maritime industry. President O'Toole was at the table in Charleston, S.C. at a recent meeting of the executive committee, which consists of both Manning and Maritime Initiative subcommittees. The well-attended meeting also attracted U.S. Transportation Command chief General Tony Robertson, Vice Admiral Albert Herberger USN (ret.) and Military Sealift Commander Vice Admiral Gordon Holder and representatives from the Maritime Administration. Numerous CEOs from various U.S. steamship companies also attend such affairs.

Exhaustive analytical sessions by the Military Sealift Committee have helped structure a new document that will serve as a blueprint for policy discussion well into the 21st century. Earlier this year, the Committee delivered this major report that both dissects the current landscape within maritime transportation and outlines policy steps to ensure a sustained U.S.-flag merchant fleet of sufficient size to meet national security needs. Far-reaching in scope, "Maritime Policy Initiatives 2000," produced by the Committee's Working Group on Maritime Policy, was headed up by Admiral Herberger, a former Maritime Administrator. In addition to new policy initiatives aimed at improving the attractiveness of the U.S.-flag registry for private investment and addressing the competitive footing of the U.S.-flag fleet in the international market, the document recommends immediate actions to maintain the existing fleet. The exhaustive report emphasizes the significance of fortified cargo preference laws to help advance a viable merchant marine in this country.

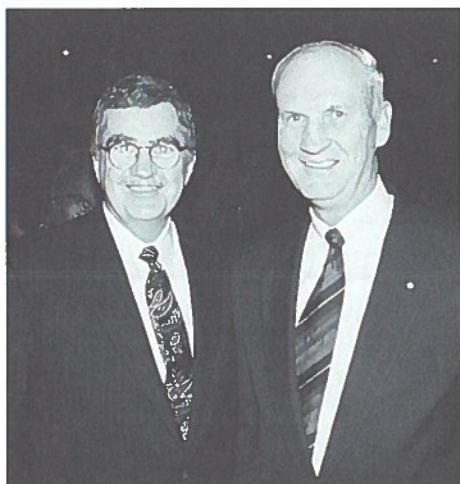


Houston Branch Agent Scott Liebbling (right) with the current President of the NDTA's Houston Chapter, Frank Urbanic. Liebbling gave a terrific speech on the Merchant Marine before the group.

The Working Group's document centers on three specific targets: The underlying principles for sustaining a U.S.-flag fleet in the foreign trades and for U.S. government support of that fleet; steps to be taken in terms of existing maritime programs and policies to help lay the foundation for future growth; and the need to search for broader solutions to the challenges facing U.S.-flag vessel operators to ensure the future ability of the commercial fleet to perform its needed role in national defense and economic security.

MSC's Vice Admiral Holder discussed the report before Senator John McCain's Commerce Committee in May. MSC is the largest employer of U.S. merchant mariners and Holder pointed out that their contributions to consequential MSC missions in both war and peacetime are invaluable. However, he noted, along with shipboard automation and heightened efficiency aboard modern ships, a waning U.S. registry has dwindled the pool of seafarers available for crucial missions and operations. Admiral Holder articulated that it is essential that the pool of qualified U.S. mariners available to support critical MSC operations should not be permitted to further diminish. He informed the Committee that the policy report tackles such concerns by diagnosing the symptoms and prescribing practicable remedies.

While this impressive report is both comprehensive and informative, its valid findings and recommendations must be

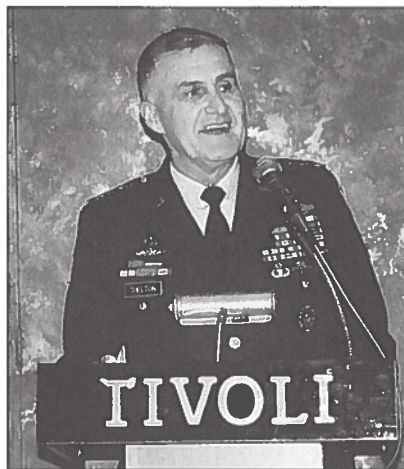


MEBA President with Vice Admiral Albert Herberger USN (ret.). Admiral Herberger recently headed up an important maritime policy report.

System Propels NDTA



acknowledged and heeded by officials in position to effect change. The Chairman of the Joint Chiefs of Staff, General Henry H. Shelton recently spoke before the NDTA's Washington D.C. Chapter in Arlington, VA. Gen. Shelton is the primary military advisor to the President, Defense Secretary and the National Security Council. While his remarks focused on resupplying the transportation system to adequately enforce defense needs, President O'Toole redirected the conversation to address the interrelationship of a vibrant Merchant Marine with a fluid mobilization in times of necessity. Gen. Shelton stressed his firm belief that the Merchant Marine "is crucial to project our power" and that efforts must continue to provide "a seamless transition so that the Merchant Marine is there to support the force when needed." He promised that he would make sure such concerns resurface during future high-level logistics discussions.

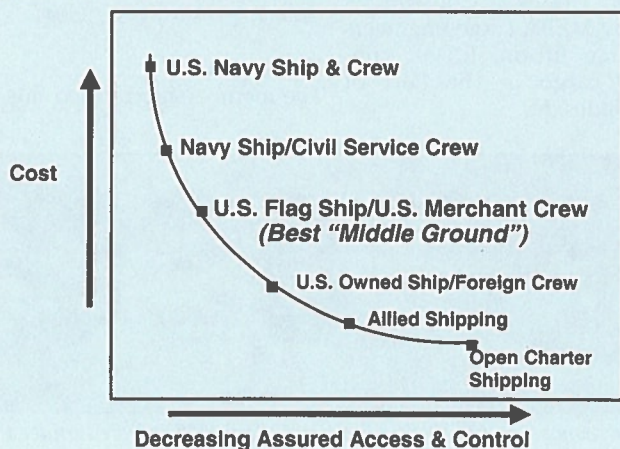


Joint Chiefs of Staff Chairman Gen. Henry H. Shelton spoke before the Washington NDTA Chapter in October. The General expressed his firm support for the Merchant Marine.

In Albuquerque, N.M. the NDTA staged its Annual Transportation and Logistics Forum. From left to right are Calhoun School Assistant Director for Operations Lee Kincaid, Houston Branch Agent Scott Liebbling, MSC Commander Vice Admiral Gordon Holder, Carol Lilley and her husband Tom, who is Representative at Norfolk.



Relative Risk Of Shipping and Crewing Accessibility



Preparing for Future Growth

Actions to be taken now -- within the scope of existing programs and policies -- to ensure the foundation for future growth:

- Improving The Climate For Private Investment
- Improving The United States-Flag Cost Paradigm
- Enacting CCF And Other Proposed Tax Changes
- Strengthening Cargo Preference
- Maintaining A Domestic Product Tanker Fleet
- Improving VISA Acquisition And Contracting
- Increasing Commercial Opportunities Under VISA
- Streamlining Coast Guard Regulations

Collective Bargaining Highlights For 2000

Continuing the frenetic pace of 1999, a large number of contracts up for renewal this year has demanded an unusual amount of time for MEBA negotiators. Union officials were assisted by rank and file participation at the bargaining table and by a membership energized for improved

wages and benefits. Dogged determination and a desire for a fair and deserved resolution has assisted negotiators in often thorny discussions. A brief breakdown of the year in collective bargaining follows:

BOSTON MARINE TRANSPORT

Term of agreement

Wage reopener. Contract runs until Dec. 2004

Highlights

A 5% wage increase was negotiated for MEBA officers working for Boston Marine Transport, a tug and barge outfit. The 5-year contract went into effect late last year and provided for the reopener after June 1. The company operates one tug and 2 barges and has been looking to expand its operations.

Rank and file committee

Input from delegates aboard the vessels.

CITY & BOROUGH OF JUNEAU

Term of agreement

Contract has expired. Work continues under old agreement.

Highlights

The parties have agreed to enlist the Federal Mediation and Conciliation Service in talks. MEBA represents many of the city's municipal government workers including those involved in the fire department, public works and engineering.

Rank and file committee

Creighton Laurent
Ben Goldrich
James Lockwood
Chris Cunningham

ENERGY ENTERPRISE

Term of agreement

June 30, 2000-June 29, 2005

Highlights

The contract includes 4% yearly wage increases, a total of 5 days per month vacation increase for all engineers over the life of the contract, MPB increases, medical increases, 100% of the chief engineer's supplement counted as base for pension, and 110% of the base counted as pension for assistant engineers.

Rank and file committee

Input was solicited from members aboard the ship.

Rank and file committee

Rudy Veiga

GOLDEN GATE FERRIES

Term of agreement

July 1, 2000-June 20, 2003

Highlights

17% pay raise over the life of the contract. Expands the leave policy and provides job protection for those members with seniority. Increases uniform allowance, upgrades dental coverage and makes various improvements in medical and vacation days.

Rank and file committee

John Beard
Colin McDermott
Enid Marcus

A large amount of input was also provided by members aboard the ferries.

GFC CRANE

Term of agreement

The contract expired on August 13. Work continues under an extension to the agreement.

Highlights

Negotiations are continuing. GFC Crane Consultants employ MEBA crane engineers handling lift-on, lift-off container cargo in the Port of Everglades, FL.

KEYSTONE SHIPPING

(Integrated Tug-Barge Units)

Term of agreement:

June 1, 1999-May 31, 2004

Highlights:

The membership ratified this



The GREEN POINT at Port Hueneme, LA. The ship, covered under MEBA's contract with Central Gulf, holds up to 4,000 vehicles.



Engine room of the OVERSEAS NEW ORLEANS, covered under the OSG contract.

contract in May. The agreement covers the ITBs COLUMBIA BAY, ATLANTA BAY and TALLAHASSEE BAY. The pact increases wages 15% over the life of the contract (4-3-4-2-2). MPB remains at 15%. As of June 1, 1999, MEBA members under the contract became participants in the MEBA pension plan.

Rank and file committee:

Input was solicited from MEBA members aboard all three ITBs.

LAMONT DOHERTY EARTH INSTITUTE

Term of agreement

July 1, 2000-June 30, 2006

Highlights

The six-year deal covers the Columbia University research vessel MAURICE EWING. Full pension benefits and medical credits will be applied to vacation. MEBA members have the opportunity, under the contract, to receive paid tuition to Columbia University for their children.

Rank and file committee

Albert Karlyn
Steve Pica

LIBERTY MARITIME CORPORATION

Term of agreement

June 15, 2000-June 14, 2005

Highlights

The agreement includes significant pension upgrades, improved MPB and vacation benefits. It adds two extra vacation days in the first year for all officers. The new deal applies to any future U.S.-flag acquisitions. Major improvements for deck officers with a supplement for chief mates and more broadly applied premium time. A new officer billet was also created.

Rank and file committee

Costas Balomenos
Bruce Klepack.
Members aboard the affected vessels held meetings to develop recommendations for the negotiating committee.



POID Representative Julie Pfankuch with L.A. Branch Agent Duncan Ballenger.

MATSON NAVIGATION

Term of agreement

Agreement expires on Dec. 31, 2000. Still in negotiating stage.

Highlights

Progress in talks could culminate in an agreement at the last scheduled bargaining session of the year set for Dec. 18 & 19. MEBA has been working in conjunction with the American Radio Association (ARA) on the new deal which will cover deep-sea commercial fleet and port engineers.

Rank and file committee

Robert Ahaesy
Paul Siracusa
Cecil Ray
John Shannon
Marty Meehan
Bill Hasler
Joe Schmitt
Larry Korwatch
Dave Nolan
Mike O'Callaghan

NY CITY FIREBOATS/ STATEN ISLAND FERRIES/ GOVERNORS' ISLAND FERRIES/ CORRECTION BARGES

Term of agreement

Contracts have expired. Work continues under old agreement.

Highlights

MEBA members covered under these contracts are a segment of the 200,000 city workers negotiating new agreements. To draw



Part of the team of MEBA negotiators who are ironing out a new contract with Matson Navigation. In the back row (l-r) are Dave Nolan, Marty Meehan, Larry Korwatch, Bill Hasler, L.A. Patrolman Al Camelio, S.F. Patrolman Jon Anderson, Attorney Mike McCarthy and Exec. V.P. Bud Jacque. In the front row from left to right are Bob Ahaesy, Joe Schmitt and S.F. Rep. Bill Ward.

movement from the Mayor's office on its unfavorable posture on pay increases, municipal labor unions have banded together. Once only willing to extend increases on merit, the city seems to have shifted toward allowing base increases as well. The contracts will get done soon after the Municipal Labor Committee negotiates the pay raises. Pension and welfare benefits have already been worked out. In the meantime, contracts for the part-time MEBA workers have been negotiated.

Rank and file committees

Ferry boats: Mike O'Toole, Dan Kerbawy
Fire boats: John Buhler, Joe Gagliardi, Bob Marshall
Correction Barges: Kevin D'Arcy
Governors' Island Ferries: Mike Walsh

OVERSEAS SHIPHOLDING GROUP (OSG)

Term of agreement

June 15, 2000-June 14, 2005

Highlights

The new contract on the seven-ship fleet provides wage hikes along with improvements in vacation days, medical and MPB contributions. Additionally, the 8-hour workday rule was restored. It provides for the payment of overtime for any hours worked outside traditional work hours. Vacation days for third assistants will be commensurate with those of

second assistants. The contract will also have improved medical rates and the MPB rate will increase after the first year.

Rank and file committee

Ed Hastings
Leonard Buck
Bob Smith

POID

Term of agreement

Contract negotiations are ongoing. The current agreement expires on December 31, 2000.

Highlights

Talks are progressing with American President Lines. POID is MEBA's Professional, Office & Industrial Division. MEBA's POID representation covers office workers in Denver, L.A., San Francisco, Chicago, Portland, Houston, Seattle and Oakland.

Rank and file committee

Alana Newman
Barbara Soden
Ms. Sam French
Jennifer Novinger
David Chiang
April Wright

SULPHUR CARRIERS

Term of agreement

June 15, 2000-June 14, 2005

Highlights

Wages as well as wage related increases would rise 3.5% dating to July 1, 2000. Improvements were made in

vacation days and rates as well as medical (with Feinberg). Upgrades were also secured on pension benefits, MPB, and rest periods. An economic wage reopener was included in the package.

Rank and file committee

The contract was reached with input from MEBA officers aboard the SULPHUR ENTERPRISE. Rick King joined negotiators.

WATERMAN PORT ENGINEERS

Term of agreement
July 1, 2000-June 30, 2003

Highlights

3% increase in rate of pay. Improved medical contributions per man per day. Compensatory time improvements.

Rank and file committee

David O'Connor
John Cramer

WOODS HOLE, MARTHA'S VINEYARD & NANTUCKET STEAMSHIP AUTHORITY

Term of agreement
April 15, 2000-April 16, 2004

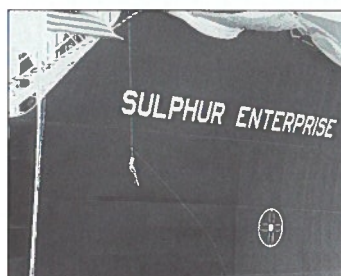
Highlights

A deal that increases the medical rate over the life of the contract. Under the new agreement the vacation dues structure has been aligned with the structure for deep-sea members. 6% of vacation earnings are payable as Union dues. The existing deep-sea pension plan improved from Article II to Article IIA. The 30 MEBA engineers covered under the contract also partic-

ipate in the training and MPB plans. The year-round ferry system provides vehicle and passenger service from Woods Hole to Vineyard Haven, and Hyannis to Nantucket.

Rank and file committee

Scott Morse
Robert Carmody
William Kolb.



Gulf Coast V.P. Ron Davis reached a 5-year deal with Sulphur Carriers covering the M/V SULPHUR ENTERPRISE.

LATE BREAKING NEWS

After lengthy discussions, the contract reached with the Tanker Service Committee was ratified by the membership at the December meetings by a slim majority. The TSC consists of Keystone Shipping Company and Marine Transport Lines/Mormac Marine. The contract runs from June 16, 2000 to June 15, 2005. The 9.4% to 25.7% (Keystone Day 1st A/E) first year gains are retroactive to July 1, 2000. Membership working under this contract since that date should expect to receive a check from the companies for retroactive wage increases. Details of supplemental payments compensating members for the increase in vacation rates were being discussed with the Plans Office as the Marine Officer went to press.

New Retirees

Since 1/1/2000 (Through October 1, 2000)

Aiello, Michael J.
Amundson, Thomas C.
Annis, Leon M., Jr.
Archibald, Arthur J.
Auld, Harry D.
Baker, William L.
Ballante, Patrick F.
Banigan, Richard J.
Bannan, Robert W.
Barbacane, Joseph D.
Barnes, Sidney R.
Benfield, Dean E.
Braun, William P.
Carlson, Eric J.
Chadwick, John A.
Clark, William C. III
Cooper, Everett A.
Cooper, John S.
Cudd, Thomas F.
Danskin, Steven A.
Davey, Dale R.
Dixon, Charles, T.
Donahue, John J.
Donovan, Timothy M.
Driscoll, Stephen C.
Ecker, Charles T. III

Emerson, William J.
Faro, Robert L.
Footer, Robert S.
Francone, Stephen L.
Gaspers, Joseph A.
Geelhaar, John D.
George, Carl M.
Goddard, Boyd T.
Goodfried, Herbert J.
Guertin, Charles R.
Hallett, James C.
Harper, Thomas C.
Harris, Joseph H. Jr.
Haskill, William E.
Hayashi, Walter S.
Hollins, Robert M.
Hoover, Dale W.
Hornish, Allen R.
Hoskins, Doran D.
Howard, Cregan J.
Hrubovcak, William J.
Hunt, Gary R.
Jackson, Robert K.
Jakubowicz, Raymond S.
Jeuelis, William P.
Jones, George W.

Jorgensen, Damon R.
Kalloch, Craig J.
Kiger, James A.
Lamo, Stephen A.
Lockert, John C.
Lofberg, Robert K.
Lowell, Gale H.
Macksey, John H.
McAllister, Jonathan E.
McNulty, Brian A.
Medinger, Gary C.
Meyer, Chris R. Jr.
Nashif, Kenneth
Noah, Steven F.
O'Keefe, Thomas B.
Patterson, James J.
Peachman, Richard K.
Phillips, Alan H.
Popa, Dennis R.
Potter, Robert M.
Retzko, Peter Q.
Ritter, Lawrence P.
Rogers, George R.
Rudy, Robert I.
Samolchuk, Paul W.
Sampson, Ivan U.

Scott, Joseph W.
Seymour, Dana F.
Shea, John H. Jr.
Shelton, Kenneth L.
Simmons, Donald D.
Smith, Steven D.
Smith, Lewis D.
Smyth, Andrew H.
Stewart, Charles
StPeter, Arthur R.
Sullivan, John W.
Taylor, John B.
Toedtemeier, Freddie M.
Tomaszewski, Ryszard
Wahl, Harold G.
Walters, Michael S.
Wasterval, Robert L.
Webb, John K.
Wells, Mark S.
Wenzel, Henry G.
Woods, Elliott E.
Worthy, Stephen L.
Yakas, James P.

Huge Alaska Tanker Order To Generate MEBA Jobs

Deal for Trio of Tankers Includes Option for Three More

BP Exploration has placed an order for three state-of-the-art double-hull oil tankers that will be used to deliver Alaska North Slope crude oil from Valdez, Alaska to refineries on the U.S. West Coast. The \$630 million order, announced in mid-September, also contains an option for the purchase of an additional three vessels. The MEBA-contracted Alaska Tanker Company will operate the vessels, translating into new MEBA jobs beginning in 2003. The MEBA's contract with ATC is effective through 2010 and stipulates MEBA jurisdiction aboard newbuilds. "ATC is delighted by BP's decision to build 3 state-of-the-art tankers with an option to build 3 more for service in the Alaska North Slope trade," Douglas M. Webb, President and CEO of ATC told the Marine Officer. "All the employees of ATC are looking forward to this opportunity."

San Diego's National Steel and Shipbuilding Co. (NASSCO) won the contract which could be worth over \$1 billion should the options be exercised. The tankers are currently in their design phase with construction slated for early

2002. The first tanker is set to debut in late 2003 with the other two rolling off the ways in 2004 and 2005. The order ensures that 1,000 NASSCO shipyard workers will remain employed through the life of the contract.

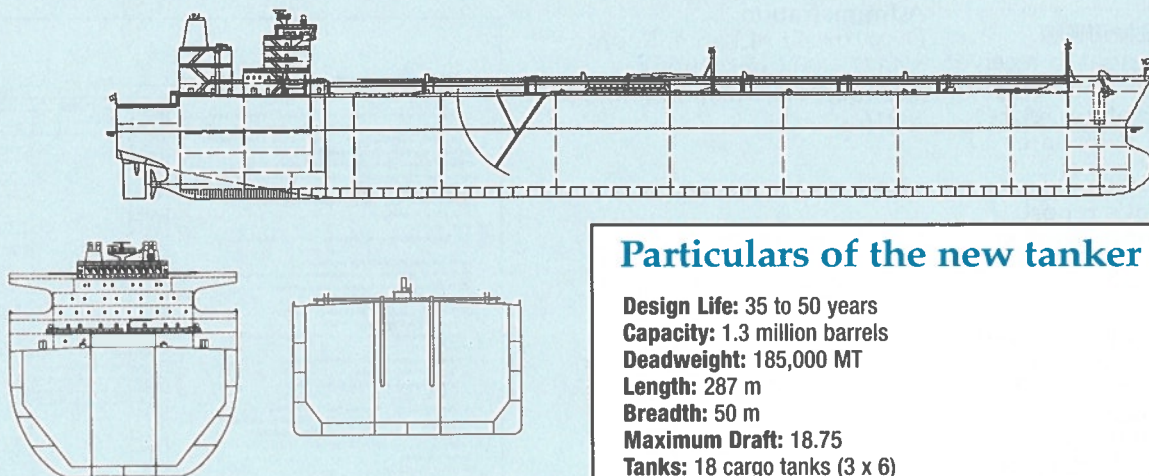
BP will also be able to fulfill a commitment it made to the State of Alaska to hasten the phase-out dates under the Oil Pollution Act of 1990 for the single-hull vessels in its chartered Alaska fleet. The company will thus complete conversion to double hulls by 2006, an average of one year before the OPA '90 mandated retirement dates.

The Alaska Class Tankers will be built with an eye on the environment. "These ships have been designed for exceptional environmental performance and cost effective transportation of North Slope oil to market," said BP spokesperson Anne Drinkwater. The vessels will be constructed with redundant propulsion and steering systems which include twin diesel electric power systems in segregated engine rooms, twin propellers and twin rudders. Use of diesel electric propulsion systems will also reduce air emissions at sea and in port while reducing maintenance down time. To eliminate accidental



Three new tankers will join the OVERSEAS CHICAGO in the ATC fleet by 2005. BP has an option for three additional tankers.

oil leaks, the propeller shafts will be cooled and lubricated with seawater instead of lubricating oil. Cargo piping will be installed in the cargo tanks, instead of on deck, to reduce the risk of small spills. The ships will be fitted with state-of-the-art machinery and cargo control systems and an integrated navigation system. "We see a long future on the North Slope," added Drinkwater. Said MEBA President Larry O'Toole, "I applaud BP for its commitment to the Jones Act as demonstrated by these newbuilds. It's comforting to know that these first-class ships will be manned by world-class engineers who share BP's environ-



Particulars of the new tanker design

Design Life: 35 to 50 years

Capacity: 1.3 million barrels

Deadweight: 185,000 MT

Length: 287 m

Breadth: 50 m

Maximum Draft: 18.75

Tanks: 18 cargo tanks (3 x 6)

Steering: Twin-propeller, integrated diesel electric system consisting of four 6.3-megawatt generators and two 10-megawatt propulsion motors in independent engine rooms.

Speed: 15.3 knots

Summary Annual Report:

Pension Trust 401(k) Plan

This is a summary of the annual report of the MEBA Pension Trust 401(k) Plan (Plan) EI Number 51-6029896 for the year ended December 31, 1999. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

Benefits under the Plan are provided by the Trust. Plan expenses were \$4,189,207. These expenses included \$35,390 in administrative expenses and \$4,153,817 in benefits paid to participants. At the end of the Plan year, a total of 3,143 persons were participants, of which 1,734 participants had account balances.

The value of Plan assets, after subtracting liabilities of the Plan, was \$71,509,405 as of December 31, 1999 compared to \$56,182,095 as of January 1, 1999. During the Plan year the Plan experienced an increase in its net assets of \$15,327,310. The Plan had total income of \$19,516,517, including contributions of \$7,418,243 and earnings from investments of \$12,098,274.

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

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

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

The charge to cover copying costs will be \$7.00 for the full

annual report, or \$.25 per page for any part thereof.

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

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

EIN 51-6029896 / PNO02		Schedule H (Form 5500)		Financial Information	
OMB No. 1545-0047		This schedule is required to be filed under Section 104 of the Employee Retirement Income Security Act of 1974 (ERISA) and section 6058(a) of the Internal Revenue Code (the Code).		OMB No. 1545-0047	
For calendar year 1999 or fiscal plan year beginning and ending		b Three-digit plan number		1999	
A Name of plan MEBA Pension Trust - 401(k) Plan		c Plan sponsor's name as shown on line 2a of Form 5500		This Form is Open to Public Inspection.	
B Board of Trustees - MEBA Pension Trust		d Employer Identification Number		51-6029896	
Part I Assets and Liability Statement 1 Current value of plan assets and liabilities at the beginning and end of the plan year. Combine the value of plan assets held in more than one trust. Report the value of the plan's interest in a common fund containing the assets of more than one plan on a line-by-line basis unless the value is reportable on lines 12 through 14. Do not enter the value of that portion of an insurance contract which guarantees, during the plan year, to pay a specific dollar benefit at a future date. Round off amounts to the nearest dollar. (Do not complete lines 10(c), 11(c), 12(c), 13(c), 14, 15, 16, 17, 18, and 19, except for master trust investment accounts, also do not complete lines 14 and 16. See instructions.)					
Assets		(a) Beginning of Year	(b) End of Year		
a Total noninterest-bearing cash		85,916	84,100		
b Receivable (due allowance for doubtful accounts):					
(1) Employer contributions		b(1)			
(2) Participant contributions		b(2)	562,346	642,016	
(3) Other		b(3)			
c General investments:					
(1) Interest-bearing cash (incl. money market accounts and certificates of deposit)		c(1)	3,277,955	4,118,313	
(2) U.S. Government securities		c(2)			
(3) Corporate debt instruments (other than employer securities):					
(A) Preferred		c(3)(A)			
(B) All other		c(3)(B)			
(4) Corporate stocks (other than employer securities):					
(A) Preferred		c(4)(A)			
(B) Common		c(4)(B)			
(5) Partnership/limited liability interests		c(5)			
(6) Real estate (other than employer real property)		c(6)			
(7) Loans (other than to participants)		c(7)			
(8) Participant loans		c(8)			
(9) Value of interest in common/collective funds		c(9)			
(10) Value of interest in pooled separate accounts		c(10)			
(11) Value of interest in master trust investment accounts		c(11)			
(12) Value of interest in 103-12 investment entities		c(12)			
(13) Value of interest in registered investment companies (e.g., mutual funds)		c(13)	52,275,278	66,664,376	
(14) Value of funds held in insurance on general account (contracted contracts)		c(14)			
(15) Other		c(15)			
Total assets					
Liabilities					
a Total liabilities					
Net Assets					
Total assets (subtract line 15 from line 14)		56,182,095	71,509,405		

EIN 51-6029896 / PNO02		Schedule H (Form 5500) 1999		Page 2	
Other Use Only					
d Employer-related investments:		(a) Beginning of Year	(b) End of Year		
(1) Employer securities		d(1)			
(2) Employer real property		d(2)			
e Buildings and other property used in plan operation		e			
f Total assets (add all amounts in lines 1a through 1e)		f	56,182,095	71,509,405	
Liabilities					
a Total liabilities		a			
Net Assets					
Total liabilities (add all amounts in lines 1f through 1j)		j	0	0	
Net Assets (subtract line 1j from line 1f)			56,182,095	71,509,405	
Part II Income and Expense Statement 2 Plan income, expenses, and changes in cash from: (a) Plan. Include all income and expenses of the plan, including any trust(s) or separately maintained fund(s) and any payments/reimbursements from insurance carriers. Round off amounts to the nearest dollar. (Do not complete lines 2a, 2b(1)(B), 2c, 2d, and 2e.)					
Income		(a) Amount	(b) Total		
a Contributions:					
(1) Received or receivable in cash from: (A) Employers		a(1)(A)			
(B) Participants		a(1)(B)	7,418,243		
(C) Others (including rollovers)		a(1)(C)			
(2) Noncash contributions		a(2)			
(3) Total contributions. Add lines 2a(1)(A), (B), (C), and line 2a(2)		a(3)	7,418,243		
b Earnings on investments:					
(1) Interest:					
(A) Interest-bearing cash (including money market accounts and certificates of deposit)		b(1)(A)	178,386		
(B) U.S. Government securities		b(1)(B)			
(C) Corporate debt instruments		b(1)(C)			
(D) Loans (other than to participants)		b(1)(D)			
(E) Participant loans		b(1)(E)			
(F) Other		b(1)(F)			
(2) Total interest. Add lines 2b(1)(A) through (F)		b(2)	178,386		
(3) Dividends: (A) Preferred stock		b(3)(A)			
(B) Common stock		b(3)(B)			
(C) Total dividends. Add lines 2b(3)(A) and (B)		b(3)	0		
(4) Rents		b(4)			
(5) Net gain (loss) on sale of assets: (A) Aggregate proceeds		b(5)(A)			
(B) Aggregate carrying amount (see instructions)		b(5)(B)			
(C) Subtotal line 2b(5)(B) from lines 2b(5)(A) and enter result.		b(5)(C)	0		
Total income		c	19,516,517		
Expenses					
a Benefit payment and payments to provide benefits:					
(1) Directly to participants or beneficiaries, including direct rollovers		a(1)	4,153,817		
(2) To insurance carriers for the provision of benefits		a(2)			
(3) Other		a(3)			
(4) Total benefit payments. Add lines 2a(1) through (3)		a(4)	4,153,817		
b Corrective distributions (see instructions)		b			
c Certain deemed distributions of participant loans (see instructions)		c			
d Interest expense		d			
e Administrative expenses: (1) Professional fees		e(1)			
(2) Contract administrator fees		e(2)			
(3) Investment advisory and management fees		e(3)			
(4) Other		e(4)	35,390		
(5) Total administrative expenses. Add lines 2e(1) through (4)		e(5)	35,390		
f Total expenses. Add all expense amounts in column (b) and enter total		f	4,189,207		
Net income and Reconciliation					
g Net income (loss) (subtract line 2f from line 2c)		g	15,327,310		
Transfers of assets					
(1) To this plan		h(1)			
(2) From this plan		h(2)			

EIN 51-6029896 / PNO02		Schedule H (Form 5500) 1999		Page 3	
Other Use Only					
(5) Unaffiliated appreciation (depreciation) of assets: (A) Real estate		b(5)(A)			
(B) Other		b(5)(B)			
(C) Total unaffiliated appreciation of assets. Add lines 2b(5)(A) and (B)		b(5)(C)	0		
(6) Net investment gain (loss) from common/collective funds		b(6)			
(7) Net investment gain (loss) from pooled separate accounts		b(7)			
(8) Net investment gain (loss) from master trust investment accounts		b(8)			
(9) Net investment gain (loss) from 103-12 investment entities		b(9)			
(10) Net investment gain (loss) from registered investment companies (e.g., mutual funds)		b(10)	11,919,888		
Total income		c	19,516,517		
Expenses					
a Benefit payment and payments to provide benefits:					
(1) Directly to participants or beneficiaries, including direct rollovers		a(1)	4,153,817		
(2) To insurance carriers for the provision of benefits		a(2)			
(3) Other		a(3)			
(4) Total benefit payments. Add lines 2a(1) through (3)		a(4)	4,153,817		
b Corrective distributions (see instructions)		b			
c Certain deemed distributions of participant loans (see instructions)		c			
d Interest expense		d			
e Administrative expenses: (1) Professional fees		e(1)			
(2) Contract administrator fees		e(2)			
(3) Investment advisory and management fees		e(3)			
(4) Other		e(4)	35,390		
(5) Total administrative expenses. Add lines 2e(1) through (4)		e(5)	35,390		
f Total expenses. Add all expense amounts in column (b) and enter total		f	4,189,207		
Net income and Reconciliation					
g Net income (loss) (subtract line 2f from line 2c)		g	15,327,310		
Transfers of assets					
(1) To this plan		h(1)			
(2) From this plan		h(2)			
Part III Accountant's Opinion 3 The opinion of an independent qualified public accountant for this plan is (see instructions): a Attached to this Form 5500 and the opinion is: (1) ☒ Unqualified (2) ☐ Qualified (3) ☐ Disclaimer (4) ☐ Adverse b Not attached because: (1) ☐ the Form 5500 is filed for a COT, PSA or MTVA. (2) ☐ the opinion will be attached to the next Form 5500 pursuant to 29 CFR 2530.104-50. c Check this box if the accountant performed a limited scope audit pursuant to 29 CFR 2530.103-4 and/or 2530.103-12(d) ☐ d If an accountant's opinion is attached, enter the name and EIN of the accountant (or accounting firm) Thomas Harvey LLP 36-2131790					

Summary Annual Report:

Medical & Benefits Plan

This is a summary of the annual report of the MEBA Medical and Benefits Plan (Plan), EI Number 13-5590515 for the year ended December 31, 1999. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

INSURANCE INFORMATION

The Plan has contracts with Kaiser Foundation Health Plan, US Healthcare Inc., Group Health Coop. of Puget Sound, Unum Life Insurance Company, and First Unum Life Insurance Company, to pay certain claims incurred under the terms of the Plan. The total premiums paid for the Plan year ended December 31, 1999 were \$1,468,522.

BASIC FINANCIAL STATEMENT

The value of Plan assets, after subtracting liabilities of the Plan, was \$47,843,688 as of December 31, 1999, compared to \$50,326,335 as of January 1, 1999. During the Plan year, the Plan experienced a decrease in its net assets of (\$2,482,647). This decrease includes unrealized appreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the Plan year, the Plan had total income of \$23,603,691, including employer contributions of \$19,223,549, employee and pensioner contributions of \$1,956,999, gain of \$1,217,287 from the sale of assets, earnings from investments of \$1,178,967, and other income of \$26,889.

Plan expenses were \$26,086,338. These expenses included \$2,884,685 in administrative expenses and \$23,201,653 in benefits paid to participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The

items listed below are included in that report:

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202; (410) 547-9111. The charge to cover the copying costs will be \$21.50 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the Plan administrator, on request and at no charge, a statement of the assets and liabilities of the Plan and accompanying notes, or a statement of income and expenses of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Branch of Public Disclosure, Pension and Welfare Benefits Administration, U.S. Department of Labor, Room N4677, 200 Constitution Avenue, NW, Washington, DC 20216.

SCHEDULE H (Form 5500) Department of the Treasury Internal Revenue Service		Financial Information		OMB No. 1545-0047 1999 This Form is Open to Public Inspection.	
EIN 13-5590515 / PN501		Three-digit plan number 501		Employer Identification Number 13-5590515	
For calendar year 1999 or fiscal year beginning and ending					
MEBA Medical and Benefits Plan					
Board of Trustees - MEBA Medical and Benefits Plan					
PART I Assets and Liabilities Statement					
1. Current value of plan assets and liabilities at the beginning and end of the plan year. Combine the value of plan assets held in more than one trust. Report the value of the plan's interest in a commingled fund containing the assets of more than one plan on a line-by-line basis unless the value is reportable on lines (c)(1) through (c)(14). Do not enter the value of that portion of an insurance policy which generates, during the plan year, a specific dollar benefit at a future date. Round off amounts to the nearest dollar. (Do not complete lines 12(1), 12(2), 12(3), 12(4), 12(5), 12(6), 12(7), 12(8), 12(9), 12(10), 12(11), 12(12), 12(13), 12(14), 12(15), 12(16), 12(17), 12(18), 12(19), 12(20), 12(21), 12(22), 12(23), 12(24), 12(25), 12(26), 12(27), 12(28), 12(29), 12(30), 12(31), 12(32), 12(33), 12(34), 12(35), 12(36), 12(37), 12(38), 12(39), 12(40), 12(41), 12(42), 12(43), 12(44), 12(45), 12(46), 12(47), 12(48), 12(49), 12(50), 12(51), 12(52), 12(53), 12(54), 12(55), 12(56), 12(57), 12(58), 12(59), 12(60), 12(61), 12(62), 12(63), 12(64), 12(65), 12(66), 12(67), 12(68), 12(69), 12(70), 12(71), 12(72), 12(73), 12(74), 12(75), 12(76), 12(77), 12(78), 12(79), 12(80), 12(81), 12(82), 12(83), 12(84), 12(85), 12(86), 12(87), 12(88), 12(89), 12(90), 12(91), 12(92), 12(93), 12(94), 12(95), 12(96), 12(97), 12(98), 12(99), 12(100), 12(101), 12(102), 12(103), 12(104), 12(105), 12(106), 12(107), 12(108), 12(109), 12(110), 12(111), 12(112), 12(113), 12(114), 12(115), 12(116), 12(117), 12(118), 12(119), 12(120), 12(121), 12(122), 12(123), 12(124), 12(125), 12(126), 12(127), 12(128), 12(129), 12(130), 12(131), 12(132), 12(133), 12(134), 12(135), 12(136), 12(137), 12(138), 12(139), 12(140), 12(141), 12(142), 12(143), 12(144), 12(145), 12(146), 12(147), 12(148), 12(149), 12(150), 12(151), 12(152), 12(153), 12(154), 12(155), 12(156), 12(157), 12(158), 12(159), 12(160), 12(161), 12(162), 12(163), 12(164), 12(165), 12(166), 12(167), 12(168), 12(169), 12(170), 12(171), 12(172), 12(173), 12(174), 12(175), 12(176), 12(177), 12(178), 12(179), 12(180), 12(181), 12(182), 12(183), 12(184), 12(185), 12(186), 12(187), 12(188), 12(189), 12(190), 12(191), 12(192), 12(193), 12(194), 12(195), 12(196), 12(197), 12(198), 12(199), 12(200), 12(201), 12(202), 12(203), 12(204), 12(205), 12(206), 12(207), 12(208), 12(209), 12(210), 12(211), 12(212), 12(213), 12(214), 12(215), 12(216), 12(217), 12(218), 12(219), 12(220), 12(221), 12(222), 12(223), 12(224), 12(225), 12(226), 12(227), 12(228), 12(229), 12(230), 12(231), 12(232), 12(233), 12(234), 12(235), 12(236), 12(237), 12(238), 12(239), 12(240), 12(241), 12(242), 12(243), 12(244), 12(245), 12(246), 12(247), 12(248), 12(249), 12(250), 12(251), 12(252), 12(253), 12(254), 12(255), 12(256), 12(257), 12(258), 12(259), 12(260), 12(261), 12(262), 12(263), 12(264), 12(265), 12(266), 12(267), 12(268), 12(269), 12(270), 12(271), 12(272), 12(273), 12(274), 12(275), 12(276), 12(277), 12(278), 12(279), 12(280), 12(281), 12(282), 12(283), 12(284), 12(285), 12(286), 12(287), 12(288), 12(289), 12(290), 12(291), 12(292), 12(293), 12(294), 12(295), 12(296), 12(297), 12(298), 12(299), 12(300), 12(301), 12(302), 12(303), 12(304), 12(305), 12(306), 12(307), 12(308), 12(309), 12(310), 12(311), 12(312), 12(313), 12(314), 12(315), 12(316), 12(317), 12(318), 12(319), 12(320), 12(321), 12(322), 12(323), 12(324), 12(325), 12(326), 12(327), 12(328), 12(329), 12(330), 12(331), 12(332), 12(333), 12(334), 12(335), 12(336), 12(337), 12(338), 12(339), 12(340), 12(341), 12(342), 12(343), 12(344), 12(345), 12(346), 12(347), 12(348), 12(349), 12(350), 12(351), 12(352), 12(353), 12(354), 12(355), 12(356), 12(357), 12(358), 12(359), 12(360), 12(361), 12(362), 12(363), 12(364), 12(365), 12(366), 12(367), 12(368), 12(369), 12(370), 12(371), 12(372), 12(373), 12(374), 12(375), 12(376), 12(377), 12(378), 12(379), 12(380), 12(381), 12(382), 12(383), 12(384), 12(385), 12(386), 12(387), 12(388), 12(389), 12(390), 12(391), 12(392), 12(393), 12(394), 12(395), 12(396), 12(397), 12(398), 12(399), 12(400), 12(401), 12(402), 12(403), 12(404), 12(405), 12(406), 12(407), 12(408), 12(409), 12(410), 12(411), 12(412), 12(413), 12(414), 12(415), 12(416), 12(417), 12(418), 12(419), 12(420), 12(421), 12(422), 12(423), 12(424), 12(425), 12(426), 12(427), 12(428), 12(429), 12(430), 12(431), 12(432), 12(433), 12(434), 12(435), 12(436), 12(437), 12(438), 12(439), 12(440), 12(441), 12(442), 12(443), 12(444), 12(445), 12(446), 12(447), 12(448), 12(449), 12(450), 12(451), 12(452), 12(453), 12(454), 12(455), 12(456), 12(457), 12(458), 12(459), 12(460), 12(461), 12(462), 12(463), 12(464), 12(465), 12(466), 12(467), 12(468), 12(469), 12(470), 12(471), 12(472), 12(473), 12(474), 12(475), 12(476), 12(477), 12(478), 12(479), 12(480), 12(481), 12(482), 12(483), 12(484), 12(485), 12(486), 12(487), 12(488), 12(489), 12(490), 12(491), 12(492), 12(493), 12(494), 12(495), 12(496), 12(497), 12(498), 12(499), 12(500), 12(501), 12(502), 12(503), 12(504), 12(505), 12(506), 12(507), 12(508), 12(509), 12(510), 12(511), 12(512), 12(513), 12(514), 12(515), 12(516), 12(517), 12(518), 12(519), 12(520), 12(521), 12(522), 12(523), 12(524), 12(525), 12(526), 12(527), 12(528), 12(529), 12(530), 12(531), 12(532), 12(533), 12(534), 12(535), 12(536), 12(537), 12(538), 12(539), 12(540), 12(541), 12(542), 12(543), 12(544), 12(545), 12(546), 12(547), 12(548), 12(549), 12(550), 12(551), 12(552), 12(553), 12(554), 12(555), 12(556), 12(557), 12(558), 12(559), 12(560), 12(561), 12(562), 12(563), 12(564), 12(565), 12(566), 12(567), 12(568), 12(569), 12(570), 12(571), 12(572), 12(573), 12(574), 12(575), 12(576), 12(577), 12(578), 12(579), 12(580), 12(581), 12(582), 12(583), 12(584), 12(585), 12(586), 12(587), 12(588), 12(589), 12(590), 12(591), 12(592), 12(593), 12(594), 12(595), 12(596), 12(597), 12(598), 12(599), 12(600), 12(601), 12(602), 12(603), 12(604), 12(605), 12(606), 12(607), 12(608), 12(609), 12(610), 12(611), 12(612), 12(613), 12(614), 12(615), 12(616), 12(617), 12(618), 12(619), 12(620), 12(621), 12(622), 12(623), 12(624), 12(625), 12(626), 12(627), 12(628), 12(629), 12(630), 12(631), 12(632), 12(633), 12(634), 12(635), 12(636), 12(637), 12(638), 12(639), 12(640), 12(641), 12(642), 12(643), 12(644), 12(645), 12(646), 12(647), 12(648), 12(649), 12(650), 12(651), 12(652), 12(653), 12(654), 12(655), 12(656), 12(657), 12(658), 12(659), 12(660), 12(661), 12(662), 12(663), 12(664), 12(665), 12(666), 12(667), 12(668), 12(669), 12(670), 12(671), 12(672), 12(673), 12(674), 12(675), 12(676), 12(677), 12(678), 12(679), 12(680), 12(681), 12(682), 12(683), 12(684), 12(685), 12(686), 12(687), 12(688), 12(689), 12(690), 12(691), 12(692), 12(693), 12(694), 12(695), 12(696), 12(697), 12(698), 12(699), 12(700), 12(701), 12(702), 12(703), 12(704), 12(705), 12(706), 12(707), 12(708), 12(709), 12(710), 12(711), 12(712), 12(713), 12(714), 12(715), 12(716), 12(717), 12(718), 12(719), 12(720), 12(721), 12(722), 12(723), 12(724), 12(725), 12(726), 12(727), 12(728), 12(729), 12(730), 12(731), 12(732), 12(733), 12(734), 12(735), 12(736), 12(737), 12(738), 12(739), 12(740), 12(741), 12(742), 12(743), 12(744), 12(745), 12(746), 12(747), 12(748), 12(749), 12(750), 12(751), 12(752), 12(753), 12(754), 12(755), 12(756), 12(757), 12(758), 12(759), 12(760), 12(761), 12(762), 12(763), 12(764), 12(765), 12(766), 12(767), 12(768), 12(769), 12(770), 12(771), 12(772), 12(773), 12(774), 12(775), 12(776), 12(777), 12(778), 12(779), 12(780), 12(781), 12(782), 12(783), 12(784), 12(785), 12(786), 12(787), 12(788), 12(789), 12(790), 12(791), 12(792), 12(793), 12(794), 12(795), 12(796), 12(797), 12(798), 12(799), 12(800), 12(801), 12(802), 12(803), 12(804), 12(805), 12(806), 12(807), 12(808), 12(809), 12(810), 12(811), 12(812), 12(813), 12(814), 12(815), 12(816), 12(817), 12(818), 12(819), 12(820), 12(821), 12(822), 12(823), 12(824), 12(825), 12(826), 12(827), 12(828), 12(829), 12(830), 12(831), 12(832), 12(833), 12(834), 12(835), 12(836), 12(837), 12(838), 12(839), 12(840), 12(841), 12(842), 12(843), 12(844), 12(845), 12(846), 12(847), 12(848), 12(849), 12(850), 12(851), 12(852), 12(853), 12(854), 12(855), 12(856), 12(857), 12(858), 12(859), 12(860), 12(861), 12(862), 12(863), 12(864), 12(865), 12(866), 12(867), 12(868), 12(869), 12(870), 12(871), 12(872), 12(873), 12(874), 12(875), 12(876), 12(877), 12(878), 12(879), 12(880), 12(881), 12(882), 12(883), 12(884), 12(885), 12(886), 12(887), 12(888), 12(889), 12(890), 12(891), 12(892), 12(893), 12(894), 12(895), 12(896), 12(897), 12(898), 12(899), 12(900), 12(901), 12(902), 12(903), 12(904), 12(905), 12(906), 12(907), 12(908), 12(909), 12(910), 12(911), 12(912), 12(913), 12(914), 12(915), 12(916), 12(917), 12(918), 12(919), 12(920), 12(921), 12(922), 12(923), 12(924), 12(925), 12(926), 12(927), 12(928), 12(929), 12(930), 12(931), 12(932), 12(933), 12(934), 12(935), 12(936), 12(937), 12(938), 12(939), 12(940), 12(941), 12(942), 12(943), 12(944), 12(945), 12(946), 12(947), 12(948), 12(949), 12(950), 12(951), 12(952), 12(953), 12(954), 12(955), 12(956), 12(957), 12(958), 12(959), 12(960), 12(961), 12(962), 12(963), 12(964), 12(965), 12(966), 12(967), 12(968), 12(969), 12(970), 12(971), 12(972), 12(973), 12(974), 12(975), 12(976), 12(977), 12(978), 12(979), 12(980), 12(981), 12(982), 12(983), 12(984), 12(985), 12(986), 12(987), 12(988), 12(989), 12(990), 12(991), 12(992), 12(993), 12(994), 12(995), 12(996), 12(997), 12(998), 12(999), 12(1000), 12(1001), 12(1002), 12(1003), 12(1004), 12(1005), 12(1006), 12(1007), 12(1008), 12(1009), 12(1010), 12(1011), 12(1012), 12(1013), 12(1014), 12(1015), 12(1016), 12(1017), 12(1018), 12(1019), 12(1020), 12(1021), 12(1022), 12(1023), 12(1024), 12(1025), 12(1026), 12(1027), 12(1028), 12(1029), 12(1030), 12(1031), 12(1032), 12(1033), 12(1034), 12(1035), 12(1036), 12(1037), 12(1038), 12(1039), 12(1040), 12(1041), 12(1042), 12(1043), 12(1044), 12(1045), 12(1046), 12(1047), 12(1048), 12(1049), 12(1050), 12(1051), 12(1052), 12(1053), 12(1054), 12(1055), 12(1056), 12(1057), 12(1058), 12(1059), 12(1060), 12(1061), 12(1062), 12(1063), 12(1064), 12(1065), 12(1066), 12(1067), 12(1068), 12(1069), 12(1070), 12(1071), 12(1072), 12(1073), 12(1074), 12(1075), 12(1076), 12(1077), 12(1078), 12(1079), 12(1080), 12(1081), 12(1082), 12(1083), 12(1084), 12(1085), 12(1086), 12(1087), 12(1088), 12(1089), 12(1090), 12(1091), 12(1092), 12(1093), 12(1094), 12(1095), 12(1096), 12(1097), 12(1098), 12(1099), 12(1100), 12(1101), 12(1102), 12(1103), 12(1104), 12(1105), 12(1106), 12(1107), 12(1108), 12(1109), 12(1110), 12(1111), 12(1112), 12(1113), 12(1114), 12(1115), 12(1116), 12(1117), 12(1118), 12(1119), 12(1120), 12(1121), 12(1122), 12(1123), 12(1124), 12(1125), 12(1126), 12(1127), 12(1128), 12(1129), 12(1130), 12(1131), 12(1132), 12(1133), 12(1134), 12(1135), 12(1136), 12(1137), 12(1138), 12(1139), 12(1140), 12(1141), 12(1142), 12(1143), 12(1144), 12(1145), 12(1146), 12(1147), 12(1148), 12(1149), 12(1150), 12(1151), 12(1152), 12(1153), 12(1154), 12(1155), 12(1156), 12(1157), 12(1158), 12(1159), 12(1160), 12(1161), 12(1162), 12(1163), 12(1164), 12(1165), 12(1166), 12(1167), 12(1168), 12(1169), 12(1170), 12(1171), 12(1172), 12(1173), 12(1174), 12(1175), 12(1176), 12(1177), 12(1178), 12(1179), 12(1180), 12(1181), 12(1182), 12(1183), 12(1184), 12(1185), 12(1186), 12(1187), 12(1188), 12(1189), 12(1190), 12(1191), 12(1192), 12(1193), 12(1194), 12(1195), 12(1196), 12(1197), 12(1198), 12(1199), 12(1200), 12(1201), 12(1202), 12(1203), 12(1204), 12(1205), 12(1206), 12(1207), 12(1208), 12(1209), 12(1210), 12(1211), 12(1212), 12(1213), 12(1214), 12(1215), 12(1216), 12(1217), 12(1218), 12(1219), 12(1220), 12(1221), 12(1222), 12(1223), 12(1224), 12(1225), 12(1226), 12(1227), 12(1228), 12(1229), 12(1230), 12(1231), 12(1232), 12(1233), 12(1234), 12(1235), 12(1236), 12(1237), 12(1238), 12(1239), 12(1240), 12(1241), 12(1242), 12(1243), 12(1244), 12(1245), 12(1246), 12(1247), 12(1248), 12(1249), 12(1250), 12(1251), 12(1252), 12(1253), 12(1254), 12(1255), 12(1256), 12(1257), 12(1258), 12(1259), 12(1260), 12(1261), 12(1262), 12(1263), 12(1264), 12(1265), 12(1266), 12(1267), 12(1268), 12(1269), 12(1270), 12(1271), 12(1272), 12(1273), 12(1274), 12(1275), 12(1276), 12(1277), 12(1278), 12(1279), 12(1280), 12(1281), 12(1282), 12(1283), 12(1284), 12(1285), 12(1286), 12(1287					

Summary Annual Report:

MEBA Vacation Plan

This is a summary of the annual report of the MEBA Vacation Plan - Atlantic, Gulf and Pacific Coasts (Plan), EI Number 13-6271916, for the year ended December 31, 1999. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

The value of Plan assets, after subtracting liabilities of the Plan, was \$9,083,066 as of December 31, 1999, as compared to \$8,814,507 as of January 1, 1999. During the Plan year, the Plan experienced an increase in its net assets of \$268,559. The increase includes unrealized appreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the Plan year, the Plan had total income of \$59,976,645, including employer contributions of \$59,303,012, loss of (\$399,580) from the sale of assets, earnings from investments of \$1,072,477, and other income of \$736.

Plan expenses were \$59,708,086. These expenses included \$1,722,834 in administrative expenses and \$57,985,252 in benefits paid to participants.

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An Accountant's report
2. Assets held for investment

3. Transactions in excess of 5 percent of Plan assets
4. Service provider and trustee information

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

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

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

EIN 13-6271916 / PN503		Schedule H (Form 5500) 1999	
Financial Information		OMB No. 1510-0110	
This schedule is required to be filed under Section 104 of the Employee Retirement Income Security Act of 1974 (ERISA) and section 6058(a) of the Internal Revenue Code (the Code).		1999	
For calendar year 1999 or fiscal plan year beginning and ending		This Form is Open to Public Inspection.	
A Name of plan MEBA Vacation Plan - Atlantic, Gulf and Pacific Coasts		B Three-digit plan number 503	
C Plan sponsor's name as shown on line 2a of Form 5500 Board of Trustees MEBA Vacation Plan - Atlantic, Gulf and Pacific Coasts		D Employer Identification Number 13-6271916	
Part I Asset and Liability Statement			
1 Current value of plan assets and liabilities at the beginning and end of the plan year. Combine the value of plan assets held in more than one trust. Report the value of the plan assets and liabilities of the plan assets held in more than one trust on a line-by-line basis unless the value is reportable on lines c(1) through c(14). Do not enter the value of that portion of an insurance contract which guarantees, during the plan year, to pay a specific dollar benefit at a future date. Round off amounts to the nearest dollar. DFEs do not complete lines 1c(1), 1c(2), 1c(3), 1c(4), 1c(5), and, except for master trust investment accounts, also do not complete lines 1d and 1e. See instructions.			
Assets		(a) Beginning of Year	(b) End of Year
a Total noninterest-bearing cash		475	475
b Receivables (less allowance for doubtful accounts)			
(1) Employer contributions	b(1)	7,011,034	8,417,867
(2) Participant contributions	b(2)		
(3) Other	b(3)	697,339	856,043
c General investments			
(1) Interest-bearing cash (incl. money market accounts and certificates of deposit)	c(1)	1,673,770	743,503
(2) U.S. Government securities	c(2)	17,336,551	13,135,767
(3) Corporate debt instruments (other than employer securities)	c(3)		
(4) Preferred	c(4)(A)	4,458,774	9,463,465
(5) All other	c(4)(B)		
(6) Corporate stocks (other than employer securities)	c(6)(A)		
(7) Preferred	c(6)(B)		
(8) Common	c(6)(C)		
(9) Partnership/limited interests	c(6)(D)		
(10) Real estate (other than employer real property)	c(6)(E)		
(11) Loans (other than to participants)	c(6)(F)		
(12) Participant loans	c(6)(G)		
(13) Value of interest in common/collective trusts	c(6)(H)		
(14) Value of interest in pooled separate accounts	c(6)(I)		
(15) Value of interest in master trust investment accounts	c(6)(J)	13,583,610	13,071,861
(16) Value of interest in 103-12 investment entities	c(6)(K)		
(17) Value of interest in registered investment companies (e.g., mutual funds)	c(6)(L)		
(18) Value of funds held in insurance co. general account (unallocated contracts)	c(6)(M)		
(19) Other	c(6)(N)		
For Paperwork Reduction Act Notice and OMB Control Numbers, see the instructions for Form 5500. v2.3 Schedule H (Form 5500) 1999			

EIN 13-6271916 / PN503		Schedule H (Form 5500) 1999	
Page 2		Other Use Only	
d Total assets (add all amounts in lines 1a through 1j)		(a) Beginning of Year	(b) End of Year
(1) Employer securities	d(1)		
(2) Employer real property	d(2)		
(3) Buildings and other property used in plan operation	d(3)	83,687	142,289
(4) Total assets (add all amounts in lines 1a through 1j)	d(4)	44,845,256	45,831,272
Liabilities			
e Benefit claims payable	e	34,056,476	34,684,186
f Operating payables	f	764,897	919,115
g Acquisition indebtedness	g		
h Other liabilities	h	1,209,376	1,144,905
i Total liabilities (add all amounts in lines 1g through 1j)	i	36,030,749	36,748,206
j Net assets (subtract line 1i from line 1d)	j	8,814,507	9,083,066
Part II Income and Expense Statement			
2 Plan income, expenses, and changes in net assets for the year. Include all income and expenses of the plan, including any trust(s) or separately maintained fund(s) and any payments/receipts from insurance contracts. Round off amounts to the nearest dollar. DFEs do not complete lines 2a(1)(E), 2c, 2d, and 2e.			
Income		(a) Amount	(b) Total
a Contributions:			
(1) Received or receivable in cash from: (A) Employers	a(1)(A)	59,303,012	
(2) Participants	a(1)(B)		
(3) Others (including rollovers)	a(1)(C)		
(4) Noncash contributions	a(2)		
(5) Total contributions. Add lines 2a(1)(A), (B), (C), and line 2a(2)	a(5)	59,303,012	
b Earnings on investments:			
(1) Interest:			
(A) Interest-bearing cash (including money market accounts and certificates of deposit)	b(1)(A)	33,458	
(B) U.S. Government securities	b(1)(B)	888,636	
(C) Corporate debt instruments	b(1)(C)	497,063	
(D) Loans (other than to participants)	b(1)(D)		
(E) Participant loans	b(1)(E)		
(F) Other	b(1)(F)	97,600	
(2) Total interest. Add lines 2b(1)(A) through (F)	b(2)	1,516,757	
(3) Dividends:			
(A) Preferred stock	b(3)(A)		
(B) Common stock	b(3)(B)		
(C) Total dividends. Add lines 2b(3)(A) and (B)	b(3)(C)	0	
(4) Net gain (loss) on sale of assets: (A) Aggregate proceeds	b(4)(A)	87,362,923	
(B) Aggregate carrying amount (see instructions)	b(4)(B)	87,762,503	
(C) Subtract line 2b(4)(B) from line 2b(4)(A) and enter result	b(4)(C)	-399,580	

EIN 13-6271916 / PN503		Schedule H (Form 5500) 1999	
Page 3		Other Use Only	
(k) Unrealized appreciation (depreciation) of assets: (A) Real estate		(a) Amount	(b) Total
(B) Other	k(B)	-972,686	
(C) Total unrealized appreciation of assets. Add lines 2k(A) and (B)	k(C)	-972,686	
(l) Net investment gain (loss) from common/collective trusts	k(l)		
(m) Net investment gain (loss) from pooled separate accounts	k(m)		
(n) Net investment gain (loss) from master trust investment accounts	k(n)		
(o) Net investment gain (loss) from 103-12 investment entities	k(o)		
(p) Net investment gain (loss) from registered investment companies (e.g., mutual funds)	k(p)		
(q) Total net investment gain (loss). Add lines 2k(l) through (p)	k(q)	528,406	
(r) Other income	k(r)		
(s) Total income. Add all income amounts in columns (b) and enter total	k(s)	59,976,645	
Expenses			
(t) Directly to participants or beneficiaries, including direct rollovers	k(t)	54,763,818	
(u) To insurance carriers for the provision of benefits	k(u)		
(v) Total benefit payments. Add lines 2k(t) through (u)	k(v)	3,221,434	
(w) Corrective distributions (see instructions)	k(w)		
(x) Certain deemed distributions of participant loans (see instructions)	k(x)		
(y) Interest expense	k(y)	73,155	
(z) Administrative expenses:			
(1) Professional fees	k(z)(1)	51,410	
(2) Contract administrator fees	k(z)(2)		
(3) Investment advisory and management fees	k(z)(3)	1,598,269	
(4) Other	k(z)(4)		
(5) Total administrative expenses. Add lines 2k(z)(1) through (4)	k(z)(5)	1,722,834	
(6) Total expenses. Add all expense amounts in columns (b) and enter total	k(6)	59,708,086	
Net Income and Reconciliation			
(7) Net income (loss) (subtract line 2k from line 2s)	k(7)	268,559	
(8) Transfers of assets	k(8)		
(9) From this plan	k(9)		
Part III Accountant's Opinion			
3 The opinion of an independent qualified public accountant for this plan is (see instructions):			
a Attached to this Form 5500 and the plan is - (1) ☒ Unqualified (2) ☐ Qualified (3) ☐ Disclaimer (4) ☐ Adverse			
b Not attached because: (1) ☐ the Form 5500 is filed for a CFT, PSA or MTA, (2) ☐ the opinion will be attached to the next Form 5500 pursuant to 29 CFR 2520.104-50.			
c Check this box if the accountant performed a limited scope audit pursuant to 29 CFR 2520.102-8 and/or 2520.103-12(a) ☐			
d If an accountant's opinion is attached, enter the name and EIN of the accountant (or accounting firm) ☐			
Thomas Havel LLP 36-2131790			

U.S. Flag Lowered From LNG Fleet

When the liquefied natural gas (LNG) vessel LIBRA pulled down the Stars and Stripes on a somber Japanese evening in late September, the U.S. relinquished its last ship serving the rapidly expanding LNG industry. Through the approval of our own government, America will now be shut out of an extremely lucrative trade. After numerous appeals by the MEBA to protect the jobs of approximately 200 of our officers aboard the last eight U.S.-flag LNG ships, a decision by the U.S. Maritime Administration (MarAd) to permit the re-flag was allowed to be consummated and the flag of the Republic of the Marshall Islands was hoisted above the vessels. Financing on the eight ships had originally been guaranteed by U.S. taxpayers and the vessels were built and delivered by the General Dynamics shipyard in Quincy, Massachusetts between 1977 and 1980.

The saga began in 1998 when the beneficial owners of the LNG ships, the Japanese companies Mitsui O.S.K. Lines and Nissho Iwai Corporation, decided to enlarge their profits by abandoning the U.S.-flag, thereby allowing them to bypass U.S. laws and regulations and avoid paying U.S. taxes. The companies directed the new ship manager/charterer, PRONAV Ship Management/Burmah Gas Transport, to begin implementing the necessary steps to transition the fleet toward a flag of convenience registry.

The re-flag, for all practical purposes, disrupted the existing PRONAV collective bargaining arrangement with the MEBA that had been set to continue until June of 2001.

Shortly after the owners applied to reflag the LNG ships, MarAd met with the MEBA and indicated that they would grant the application. Under MarAd pressure the MEBA entered negotiations to preserve jobs under a foreign flag. The MEBA's position in contract negotiations was that the Union

would retain a long-term contract with associated protections until 2010 covering all 11 officer billets for all eight vessels in return for the loss of the U.S. flag. The Union also sought assurances that the contract couldn't be easily abrogated.

As negotiations progressed, PRONAV/BGT abruptly refused MEBA sufficient contractual protections. Negotiations paused for 6 weeks, and PRONAV stopped returning calls and letters to MEBA. The ship manager then struck a surreptitious deal allowing for combined American and Croatian officers to man the vessels. American Maritime Officers, a non-AFL-CIO labor supply organization with no LNG experience, received terms enabling PRONAV/BGT to replace U.S. seafarers with foreign nationals within 5 years. The makeshift deal covering only some of the officers on just six of the eight ships also contains a loophole allowing the further ouster of U.S. crews before their contract runs its term, in the likely event that AMO lacks adequate officers to sufficiently man the vessels. The other two ships are foreign-crewed.

The MEBA undertook an extensive and intense campaign against the re-flag applications. Despite nearly 1,000 comments opposing the applications, including opposition from the President of the AFL-CIO and over a dozen labor organizations, MarAd deviated from its statutory mandate in a November 3, 1999 decision. MarAd's stated mission is to foster and promote the U.S. Merchant Marine, including the vital mariner base. In what Administrator Clyde Hart Jr. called a "reluctant" decision, he overlooked the erosion of the U.S. mariner job base and decided that re-flagging would be permitted. He further asserted



The LNG AQUARIUS. The U.S. has divested itself from the lucrative business of LNG carriage.

that a lack of U.S. commerce trade opportunities for LNG ships exist. In fact, U.S. trade opportunities for LNG have never looked better and continue to expand.

MEBA President Larry O'Toole, who himself had spent years sailing aboard LNG ships, expressed extreme disappointment that the agency would allow a fleet of U.S. ships to be transferred wholesale to a foreign flag. Pointing out that PRONAV President Dieter Weihmann had stated that 'the U.S. Merchant Marine is dead - only the Americans just don't know it,' O'Toole argued that MarAd is simply "hammering nails into that coffin." Numerous appeals and legal wrangling gained several more months of covered employment for the affected MEBA officers, but in the end, each vessel was allowed to change registry during a bleak summer in which many veteran MEBA LNG officers likely ended their careers at sea prematurely. On September 25th of this year, the final U.S.-flag was removed from the LNG fleet and AMO/Croatian officers scrambled to fill the breach left by the departure of 23 unbroken years of impeccable MEBA LNG expertise and experience.



Cargo transfer operations aboard a liquefied natural gas vessel.

MEBA's Plan Office is handling severance payment calculations.

Displaced LNG officers may contact them at

(800) 811-6322.



Scott Liebbling rallies protesters against Trico Marine outside the company's headquarters.

the North Slope to an Alaskan port where gas would be liquefied and shipped to market on American LNG ships. A competing resolution supporting efforts to market the gas from the Alaskan oil fields through various overland routes was thwarted when MEBA's maritime voices weighed in on the discussions. The dangers of pipelines have been prominent in the news of late. In the last 14 years, over 5,700 pipeline accidents have killed more than 300 people and are responsible for the release of six million gallons of pollutants into the environment. Recent accidents have spurred Congressmen to draft

legislation that boosts penalties for pipeline violations, expands oversight and prescribes various guidelines to effect more inclusive disclosure. The bill, which has gained favor in the Senate, would cost pipeline operators millions of dollars. Also at the Convention, Alaska's lone Congressman, Representative Don Young (R-AK), spoke about the need to consider in-state primary processing (LNG) in order to gain maximum benefit from the resource for domestic workers. Through MEBA and Building Trade efforts, the Congressman received the first-ever Alaska AFL-CIO election endorsement to return him to

Congress in the November elections. At the convention reception held on September 6th, many of the candidates seeking election to the Alaska Legislature were greeted and became acquainted with our Union's concerns.



MEBA Joins Rally

Against Trico - In September, as part of a global day of solidarity, MEBA members helped conduct rallies organized against Trico Marine, Inc. and its subsidiaries against the company's anti-union activities. MEBA took part in rallies in Houston, Texas and Houma, Louisiana and Aberdeen, Scotland. Union representatives, including rank and file members Jeff Hauck and Mark Moser, along with Trico workers staged the solidarity rallies to support the efforts of American mariners to form a union. The MEBA has been in the forefront of this effort which seeks to organize offshore workers in the Gulf Coast who are subjected to terrible safety and working conditions. Trico has launched a vigorous and vehement fight against its workers' right to form a union. Company actions have included firing union supporters and compelling mariners to attend vessel meetings where managers promote anti-union propaganda. The global action was aimed at demanding that Trico cease its anti-union campaign and allow workers to decide whether or not to form a union of their own - free of interference, harassment, discrimination or threats of any kind.

MEBA Pension Trust: 2001 Section 415 Limits Under the Current Statute

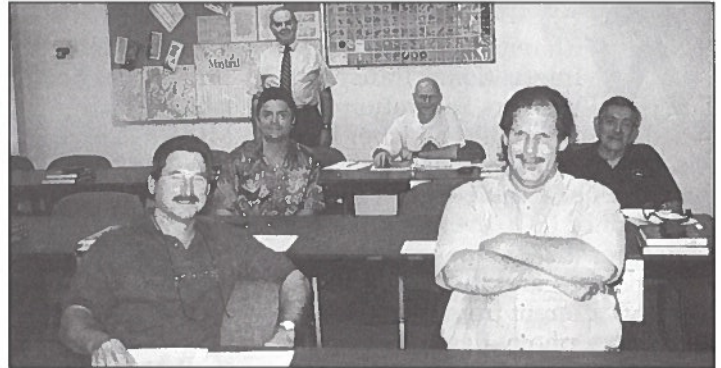
Age Nearest Retirement	Annual 415 Limit	Age Nearest Retirement	Annual 415 Limit	Age Nearest Retirement	Annual 415 Limit	Age Nearest Retirement	Annual 415 Limit
80	502,745	68	176,876	57	95,647	45	43,313
79	458,143	67	163,422	56	89,027	44	40,762
78	417,828	66	151,170	55	82,971	43	38,385
77	381,390	65	140,000	54	77,418	42	36,168
76	348,465	64	140,000	53	72,316	41	34,098
75	318,724	63	140,000	52	67,621	40	32,163
74	291,869	62	140,000	51	63,292	39	30,353
73	267,619	61	129,295	50	59,295	38	28,658
72	245,708	60	119,623	49	55,599	37	27,070
71	225,891	59	110,859	48	52,176	36	25,580
70	207,945	58	102,898	47	49,001	35	24,182
69	191,665			46	46,053		

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

Recent Training School Certifications



A four-week course, Analog Electronics is offered twice a year. The most recent course graduates include, from left to right in the front row, Clarence Langford, Jim Dodson, Mark Wells, Greg Pilkenton and Greg Mansell. In the second row are Doug Dawes, Scott Dunn, Mark Habenicht, Dan Laurion, and Glenn Forgues. Standing up is Instructor Roger Fullwood and Paul Dery.



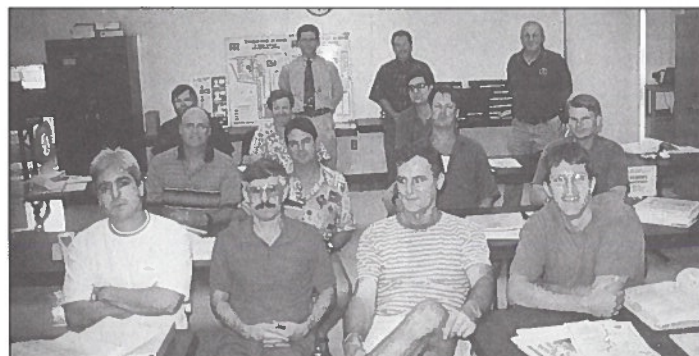
An elite group benefited from the two-week Electrical Troubleshooting course at the School. Up front from left to right are Don McMickle and Dave Andersen. The second row consists of Jim Curran and Andy Lopez, Jr. Sitting in back is Bryan Winter. Instructor Dick Crompton oversees the class.



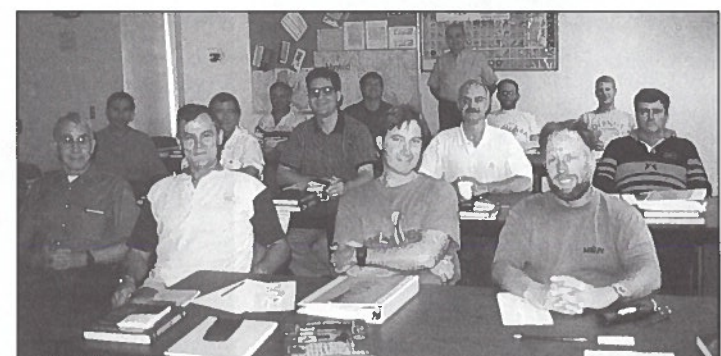
Five students took advantage of the School's late Summer Ship's Medicine course, a three-week affair that finished up in early September. In front (l-r) are Paul Garber, Robert Moore and Brent Hayworth. Sitting in back are Daniel Armour and Tom Dorr. John Sullivan, the course instructor, is standing.



Sixteen members took advantage of the School's License Upgrading (Engr.) course that ran for four weeks in August. In the front row from left to right are Matt Vanduyne, Jack Williams, Jerry Keenan and Jim Barr. In the second row are Jeff Donohue, Lance Porter, Martin Harrington and John Persson. In the third row are Joseph George, Stephen Oberle and Doug Snyder. The back row consists of Mike Buckley III, Ken Vollman and Charles Feist. The course instructors are standing. They are V.J. Gianelloni and Art Newberry.



August's two-week Container Refrigeration course drew a full class. From left to right in the front row are Robert Neilson, Daniel Adamis, Zarko Lazic and John Louy. Sitting in the second row are Mark D. Gallagher, Joseph Zirkle III, Eric Linderholm and George Tebbe. In the back row are Mike Romano, Timothy O'Brian and Robert Vint. Standing is Instructor Larry O'Loane, Instructor Darryl McCaslin and Thermo King Instructor Robert Bjorkman.



The two-week Electrical Troubleshooting course is offered five times a year. Graduating from the session that concluded on August 11 were (l-r in the front row) Dick Wescott, Zarko Lazic, Gary Helfert and Jim Thyberg. The second row consists of Jim Matthews, Steve Fisher, Bob Vint, Bill O'Brien and Dave Perry. Holding up the rear are Brian Eujen, Jim Mahoney, Dave Ashby and Chris Swenson. Instructor Dick Crompton stands against the wall.

Florida Office Gives ITF a Base to Wage Cruise Ship Crusade

Several ground-breaking events took place in September for the future benefit of the MEBA. Both through its direction in the Officers Union of International Seamen (OUIS) and with the facilitation of its International Transport Workers Federation (ITF) Inspector, MEBA has made significant gains in the international labor community represented by the ITF.

The ITF Cruise Ship Campaign Office in Cape Canaveral, Florida held its grand opening and hosted the ITF's Cruise Ship Task Force Committee (CSTFC) and the OUIS/UIS meetings - all in the same week. Representing MEBA at these meetings were Secretary-Treasurer Bob McFeeters on behalf of the OUIS, and MEBA's ITF Inspector Tony Sasso.

Although the campaign office celebrated its grand opening in September, Brother Sasso and Canadian Inspector Jim Given had spent the previous six months getting the office up and running. As a fully functional ITF office, it is under the direction of Special Seafarers Section Secretary Stephen Cotton, and authorized by the CSTFC. In relative results, this newest ITF project could dwarf the impact of even the *GLOBAL MARINER* tour (publicizing the despi-

cable flag of convenience system), one of ITF's most successful and visible ventures to date. Already the office has reported initial success. In October, they recovered \$1.4 million in wages, severance and repatriation costs for the crew of the *SEA BREEZE*, one of the vessels run by the collapsed Premier Cruise Lines. ITF set its sights on the rest of the Premier fleet next, and at press time was focusing on the *REMBRANDT*, *OCEANIC* and *ISLAND BREEZE*.

While all non-represented cruise ships are targets of the campaign, Disney and Carnival are primary objectives - each is formidable in its own right. Given the scope of the project, the campaign's goals are longterm, but the early signs of progress are promising.

Brother Sasso along with Jim Given and Inspector Bruno Nazzari of Italy met with Disney Cruise Line officials recently to discuss onboard problems that had been discovered through several months of crew interviews conducted by the team. Only time will tell if this dialogue will evolve into contract discussions or lead to a full-out organizing crusade. The campaign also is looking to find the Achilles' heel of Carnival, another giant in the industry with 16 ships in the water and billions of dollars

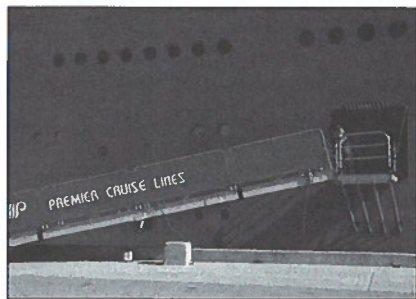
in orders for new ships, as well as interests in several other companies. Recently, a U.S. federal grand jury subpoenaed sensitive Carnival documents as part of an ongoing crackdown against



Tony Sasso is MEBA's ITF Inspector working out of the new office. He can be reached at (321) 799-2994. Atlantic Coast V.P. Paul Krupa (left) ponders the enormity of Tony's powerful speech.

reckless behavior aboard luxury liners. Overall, the campaign will require a worldwide strategy that will include ITF's most experienced and knowledgeable inspectors, coordinating through the campaign's Cape Canaveral office.

MEBA's participation at Cruise Ship Task Force meetings is a momentous event: not only is MEBA taking part for the first time, but it was elected to a full seat with all voting rights. Election as a sitting member on this committee is the highest position MEBA has yet held in the ITF. This accomplishment, coupled with having its own seasoned inspector now working in the Cruise Ship Campaign office, will ensure MEBA's participation in all organizing activity, including the anticipated outcome: ITF-approved agreements on board these now unrepresented ships.



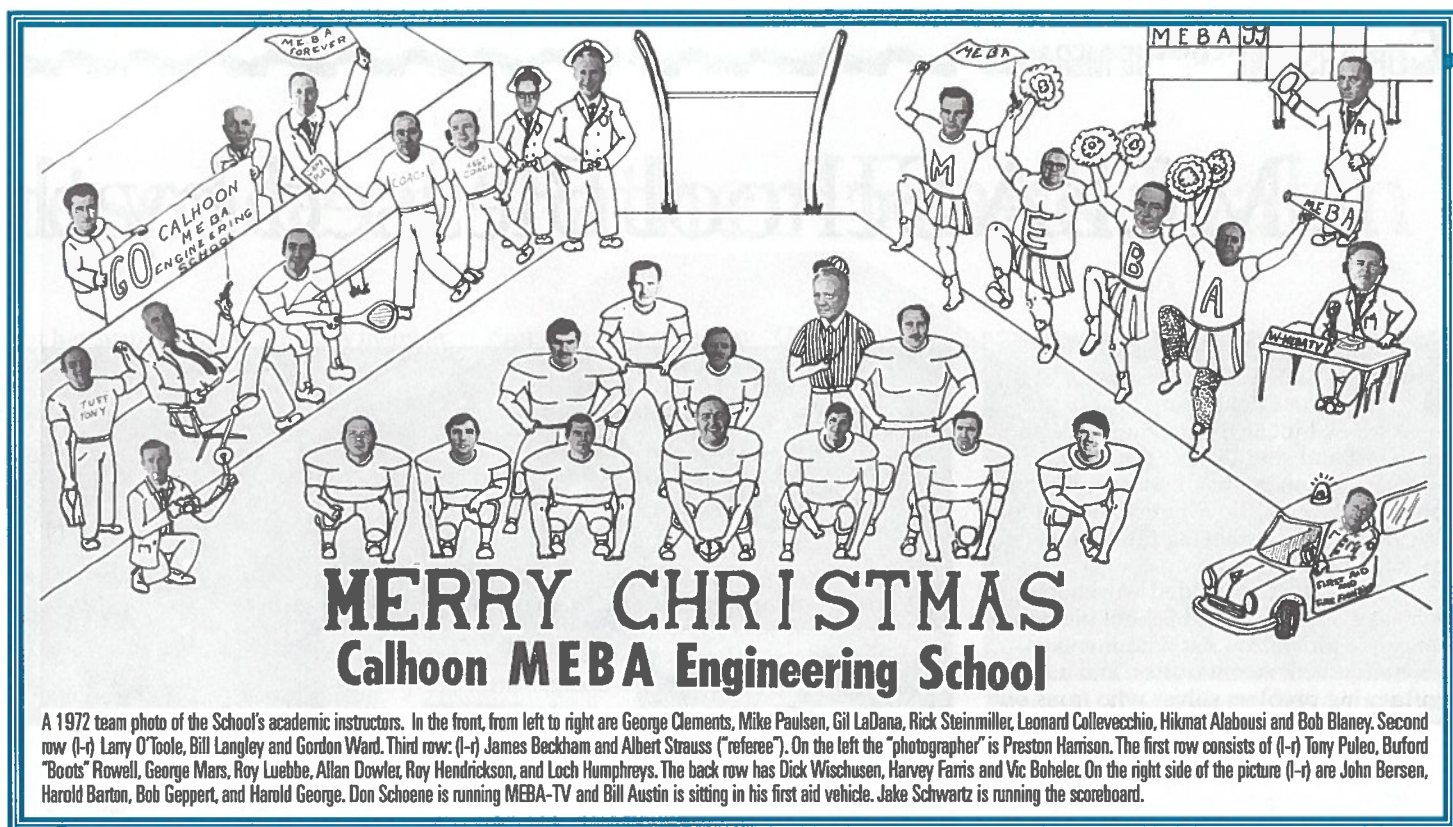
Gangway to the Cruise vessel *OCEANIC* (Big Red Boat I). Thousands of passengers and crews were displaced when the cruise company went belly up. Premier faces millions of dollars in lawsuits, port charges and refund demands from passengers.



The ITF's office in Cape Canaveral is the home base for the Federation's campaign against shady cruise ship practices.



The crew of the *ISLAND BREEZE* (Big Red Boat III) file out after Premier Cruise Lines' vessels were seized by its chief creditor resulting in cessation of operations. Crews found out about their company's troubles from the ITF who immediately began working on their behalf.



SHIPPING REPORTS

August 2000		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	33	2	2	0	11	2	2	0	0	0
	GROUP 2	4	0	0	0			2	0	0	0
	GROUP 3	0	0	1	0			0	0	0	0
BOSTON	GROUP 1	68	13	3	0	32	3	3	0	0	0
	GROUP 2	30	3	5	0			5	0	3	0
	GROUP 3	39	1	2	1			2	0	4	0
CHARLESTON	GROUP 1	12	1	3	1	1	1	0			
	GROUP 2	3	1	2	0						
	GROUP 3	0	0	0	0						
HONOLULU	GROUP 1	14	0	6	0	1	0	5	0	14	0
	GROUP 2	2	0	1	0			3	1	10	1
	GROUP 3	3	0	1	0			0	0	0	0
HOUSTON	GROUP 1	23	3	0	0	8	5	5	0	18	0
	GROUP 2	10	0	4	0			3	0	25	0
	GROUP 3	1	0	5	0			2	0	0	0
JACKSONVILLE	GROUP 1	24	0	13	0	5	0	5	0	8	0
	GROUP 2	2	0	0	0			3	0	10	0
	GROUP 3	6	1	0	0			2	0	0	0
LOS ANGELES	GROUP 1	50	1	16	0	9	1	7	0	80	0
	GROUP 2	8	0	2	0			1	0	14	0
	GROUP 3	9	0	5	0			1	0	14	0
NEW ORLEANS	GROUP 1	28	5	6	0	5	***4	3	0	19	0
	GROUP 2	4	0	0	2			4	0	4	0
	GROUP 3	4	1	4	1			0	0	3	0
NEW YORK	GROUP 1	52	4	11	0	3	1	8	0	39	3
	GROUP 2	7	0	2	0			4	0	8	0
	GROUP 3	18	0	3	0			2	0	4	0
NORFOLK	GROUP 1	16	0	2	0	3	0	3	0	21	0
	GROUP 2	6	0	1	0			3	0	12	0
	GROUP 3	0	0	1	0			0	0	0	0
PORTLAND	GROUP 1	15	0	1	0	6	0	0	0	3	0
	GROUP 2	1	0	1	0			0	0	2	0
	GROUP 3	0	0	1	0			0	0	2	0
SAN FRANCISCO	GROUP 1	71	3	22	1	26	0	10	0	40	0
	GROUP 2	11	2	2	0			5	0	22	0
	GROUP 3	14	0	2	0			3	0	8	0
SEATTLE	GROUP 1	66	5	29	0	13	1	18	0	29	0
	GROUP 2	14	1	**7	0			6	0	28	0
	GROUP 3	14	0	***12	0			2	0	0	0
TAMPA	GROUP 1	17	2	5	0	4	0	1	0	4	0
	GROUP 2	2	2	1	0			0	0	0	0
	GROUP 3	2	0	2	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. * 9 ferries ** 2 ferries *** 5 ferries **** 1 B10

September 2000		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	40	1	2	0	10	1	2	0	2	0
	GROUP 2	3	2	2	0			0	0	1	0
	GROUP 3	2	0	1	0			0	0	0	0
BOSTON	GROUP 1	66	23	13	1	20	0	2	0	1	0
	GROUP 2	27	3	5	0			6	0	6	0
	GROUP 3	38	1	3	0			3	0	4	0
CHARLESTON	GROUP 1	12	1	6	1	2	0	5	0	18	0
	GROUP 2	2	1	0	0			2	0	2	0
	GROUP 3	0	0	0	0			0	0	0	0
HONOLULU	GROUP 1	11	2	5	0	0	0	3	0	19	0
	GROUP 2	3	0	0	0			2	0	12	0
	GROUP 3	4	0	0	0			4	0	28	0
HOUSTON	GROUP 1	2	3	5	1	10	3	2	0	25	0
	GROUP 2	12	1	2	0			2	0	24	0
	GROUP 3	1	0	3	0			2	0	0	0
JACKSONVILLE	GROUP 1	25	0	5	0	4	0	7	0	10	0
	GROUP 2	3	0	0	0			4	0	2	0
	GROUP 3	0	0	0	0			2	0	5	0
LOS ANGELES	GROUP 1	47	0	13	0	6	0	6	0	77	0
	GROUP 2	11	1	1	0			4	0	14	0
	GROUP 3	9	0	3	0			3	0	20	0
NEW ORLEANS	GROUP 1	29	6	3	0	8	0	5	0	14	0
	GROUP 2	1	1	3	0			3	0	13	0
	GROUP 3	6	0	0	0			0	0	1	0
NEW YORK	GROUP 1	56	7	14	0	7	0	14	0	35	2
	GROUP 2	7	0	2	0			6	0	14	0
	GROUP 3	23	0	2	0			6	0	1	0
NORFOLK	GROUP 1	14	1	2	0	1	0	1	0	2	0
	GROUP 2	8	0	1	0			7	0	21	2
	GROUP 3	0	0	0	0			0	0	0	0
PORTLAND	GROUP 1	12	0	0	0	8	0	0	0	2	0
	GROUP 2	1	0	2	0			0	0	2	0
	GROUP 3	0	0	1	0			0	0	0	0
SAN FRANCISCO	GROUP 1	69	4	17	1	15	1	19	0	55	0
	GROUP 2	17	1	5	0			5	0	19	0
	GROUP 3	18	0	2	2			2	0	4	0
SEATTLE	GROUP 1	67	4	**19	0	17	0	20	0	45	0
	GROUP 2	19	1	**4	0			13	0	13	0
	GROUP 3	14	0	***12	0			6	0	0	0
TAMPA	GROUP 1	24	5	7	0	5	1	2	0	1	0
	GROUP 2	4	2	1	0	0	0	2	0	3	0
	GROUP 3	4	0	1	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. * 7 ferries ** 2 ferries *** 6 ferries **** 8 B10

laher Terminals executive M. Brian laher...Patrolman Jim LaRiviere's participation in Labor Day activities at City Hall in N.Y.C. was greatly appreciated. A letter of thanks from City Hall noted that the Patrolman's help "served as a true reflection of New York City labor, while helping us to honor the New York City Central Labor Council."

NORFOLK

MEBA deck and engine officers assumed their permanent positions aboard the three ROS Cape "R" ships on November 1. Keystone won the ship manager contracts for the vessels that had been previously held by OMI Ship Management. Keystone's Art Sulzer came down to Norfolk for the changeover. The CAPE RACE, CAPE RAY and the CAPE USE are homeported in Norfolk...Patriot had the LMSR USNS SEAY in Newport News Shipyard undergoing propeller modifications. It went back into the water and at lay berth in mid-November...Patriot crewed up the LMSRs YANO, JORDON and SHUGHART in Norfolk and Newport News. The ships are three of the four LMSRs changing hands from Bay Ship to Patriot. They will operate in ROS. Patriot will take over the fourth LMSR, the GILLILAND, in early December, in Newport News. All are Motor Ships with B&W Engines...The following is a list of Norfolk-based MSC MEBA Ships and where they are: Navy Base Norfolk: USNS SIRIUS - C/E Steve Burdi (MEBA) USNS KANAWHA - C/E Austin Kone (MEBA) USNS MT. BAKER - C/E Charlie Robinson; USNS CONCORD - C/E Tom Rusnak (MEBA) in Shipyard Norfolk. USNS APACHE - C/E Jimmy Sullivan (MEBA) in Little Creek USNS BIG HORN - C/E Bob Diles (MEBA) in Shipyard Charleston; On Deployment in Med: USNS GRUMMAN - C/E Paul



As they spruce up the Hall, Seattle receptionist Kirsten Wilhelm worries what Seattle Dispatcher Kathy McCurdy wants to paint next.

Jutras (MEBA) USNS JOHN LENTHALL - C/E Doug Puritis (MEBA) USNS SATURN - C/E Pete Schuffles (MEBA) USNS MOHAWK - C/E Joe Muchulsky (MEBA)

PORTLAND

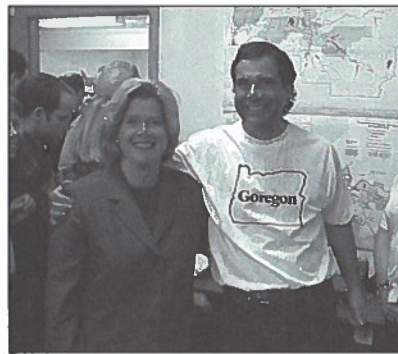
Member Wilson Johns was statewide field coordinator for the incumbent Bill Bradbury for the Secretary of State political campaign. His 14-year legislative career has been given a 93% rating by the Oregon AFL-CIO. Over 2,500 lawn signs and 400 very large billboards were put in place...MEBA have delegates on the Northwest Oregon Central Labor Council. Portland Rep. Marc Townsend attends the bi-weekly meetings...Wil Johns served as driver for Kristin Gore and Melissa Etheridge during the Oct. 29-30 "Get Out and Vote" concert/talk series...Bud Jacque, Marc Townsend and Wil Johns attended an Alaska Tankership Corporation fundraiser for 1st Congressional District incumbent David Wu...Johns helped out backstage with pre-speech local talking points with the cast of the hit TV show "West Wing" with actors Rob Reiner, Martin Sheen and Ed Asner.

SAN FRANCISCO

A campaign fundraiser was held at the Hall for Congressional candidate Mike Honda (D) in California's 15th District, which was recently vacated by Tom Campbell (R) who launched an unsuccessful Senate bid against Dianne Feinstein. District 15 is the heart of Silicon Valley, which is very wealthy and powerful due to the high-tech computer industry's residence. Honda prevailed in the November election.

SEATTLE

The Seattle Hall has opened the doors on its new maritime library and archives. Additional bookshelves will eventually be erected but currently the room is loaded with technical books, old photographs and current information and relics, including armbands from various strike actions. Seattle wishes to thank members and retirees who have donated books and materials...Led by Kathy McCurdy, Kirsten Wilhelm and Ron Fournier, Seattle enlivened its Hall with a fresh coat of paint...Members including Paul Norman, Mike Jewell and Greg Kyper held placards, marched and demonstrated against anti-labor forces at a recent rally in Tacoma. AFL-CIO President John



MEBA member Wilson Johns has been the 'man about town' in Portland. Tipper Gore joined Wil at a recent "Get Out and Vote" event.

Sweeney led the event which was primarily in protest of "Labor Ready," an organization that provides scab labor. The Seattle Christmas party is scheduled for December 15th at the Hall...As is the annual custom, Seattle sponsored a needy family at Thanksgiving and will do so again at Christmas. The Hall raises money, food and toys for the disadvantaged.

Change of Address?

To keep our records as current as possible, the MEBA asks members that all address changes and updated information be forwarded to HQ as well as the MEBA Plans Office so that important documents can be transmitted on a timely basis. The Plans Office is located at 1007 Eastern Ave., Baltimore, MD. 21202, and can be contacted at (410) 547-9111.

THE FINAL VOYAGE

ANTHONY L. CELLINI

Anthony Cellini made his final voyage on August 4, 2000 at the age of 48. Brother Cellini, a citizen of Martinez, CA, became a MEBA member in December of 1979. He last sailed for Watters Marine in 1982 and is survived by his wife Deborah.

EDWARD H. DIETRICH

Edward H. Dietrich died at the age of 78 on December 2, 1999. He sailed on an assortment of MEBA-contracted ships during a career that spanned from 1944 until his retirement in 1983. Brother Dietrich called Richboro, PA his home and is survived by his wife Stella.



EARL A. DOHERTY

Earl A. Doherty departed on May 20, 2000 at the age of 75. A member since 1962, Brother Doherty last sailed for American President Lines under MEBA contract in 1985. He retired a year later to Sparks, NV. He is survived by a niece Valeri Martin.

JOSEPH G. DONOVAN

Joseph G. Donovan took his final bow on November 23, 1999 at the age of 72. A lengthy MEBA career began in 1945 concluding in 1993 after collecting 40 years of pension credit. Brother Donovan last sailed for Sea-Land Service in 1992. He retired to Galveston, Texas and leaves MEBA no record of survivors.

THOMAS E. FULGHAM

Thomas E. Fulgham passed on at the age of 82 on August 6, 2000. He enrolled with the MEBA in 1948 and had an eventful career that lasted until 1984. He last sailed with Coal Terminal Towing in 1983. Brother Fulgham resided in Norfolk, VA. He is survived by his wife Edna.

ROBERT D. HEWES

Don "Wolfman" Hewes made his final voyage on June 24, 2000 at the age of 58. An extremely active member, Brother Hewes collected nearly 27 years of pension credit from the time he joined the MEBA in 1970 until his retirement in 1997, the year he last sailed (with Sea-Land Service). A "terrific guy who never complained," Brother Hewes also sailed for Trinidad and did work aboard tankers. Wolfman was a "real asset to the Union" and was a constant participant in MEBA activities. He was an avid golfer and fisherman and leaves behind many friends. He resided in Vancouver, WA when he wasn't on a ship. Wolfman is survived by his wife Kathy and three sons.



NORMAN L. HOLMER

Norman Lee Holmer passed away on July 27, 2000 at the age of 73. A member since 1953, Brother Holmer last sailed with Waterman under MEBA contract, shipping out of Galveston and New Orleans. He retired in 1986 and returned to Liberty, Texas where he lived his last 31 years. He was buried at sea and

is survived by his niece Malin Ashby, nephew Don Reed, great-niece Monica Tinsley and close friends Marlene and Arnold Honey and numerous cousins in Montana.

LAWRENCE C. MCCLOSKEY

Lawrence C. McCloskey passed on at the age of 76 on June 20, 2000. Retiring in 1966, Brother McCloskey collected 20 years of pension credit. He retired to Great Meadows, NJ and is survived by his daughter Anne.

PEETER ILVES

Peeter Ilves steamed into the sunset on August 28, 2000 at the age of 91. He had lived in Cherry Hill, NJ since 1958 and was born and raised in Valga, Estonia before immigrating to the U.S. and becoming a citizen in 1950. Brother Ilves, during a 45-year career, served the Merchant Marine during World War II, the Korean and Vietnam Wars. He first went to sea in 1926 while still in school and sailed on various ships until his retirement in 1971. He was a graduate of Tallinn Technical University in Estonia with a degree in marine engineering. He was a mason, loved reading



non-fiction and kept up-to-date with current events. He is survived by a son, Jan Peter; daughters, MaryAnna Ilves-Granlund, Patricia Ilves Corressel, Linda Ilves and Pamela Goldberger, as well as six grandchildren.

JACOB R. STEINMILLER

Jacob "Rick" Steinmiller, the former head of the Calhoon School's Electrical Department died in St. Mary's, Pennsylvania on August 19, 2000. He had lived in Palos Hills, Ill where he was a member of the First Baptist Church and the Marine Corps League. He was also an active member of the American Legion and the National Rifle Association. Brother Steinmiller was 60 years old. Calhoon School Assistant Director for Academics Art Newberry called him "a consummate professional and a real asset to our school and the maritime industry. Many of us had the privilege of working with him and truly value that experience." Survivors include his wife Suzanne, sons Richard and Ronald, sister Alice, and grandchildren Michael, Hank and Chad.

MEETING SCHEDULE

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

MEBA DIRECTORY, D1-PCD

HEADQUARTERS

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

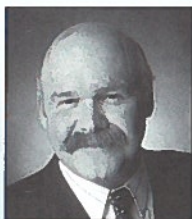
Visit our website at
www.d1meba.org



Larry O'Toole,
President



Bob McFeeters,
Secretary-Treasurer



Bud Jacque,
Executive Vice President,
West Coast



Ron Davis,
Vice President, Gulf Coast



Paul Krupa,
Vice President, Atlantic Coast

PORTS

Baltimore

Tom Leahy, Branch Agent
1003 Eastern Avenue
Baltimore, MD 21202
410-685-5354 or 5353
Fax: 410-685-5355

Boston

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

Charleston

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

Corpus Christi

Walter Beale, Rep.
3649 Leopard St.,
Suite 308
Corpus Christi, TX 78408
361-882-7059

Ft. Lauderdale

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

Honolulu

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

Houston

Scott Liebling, Branch Agent
Robert Barron, Patrolman
316 Broadway
Houston, TX 77012
713-923-9424
Fax: 713-923-2749

Jacksonville

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

Los Angeles

Duncan Ballenger, Branch Agent
Al Camelio, Patrolman
2500 Via Cabrillo Marina, Suite 204
San Pedro, CA 90731
310-548-7358
Plans: 310-547-1264
Fax: 310-547-3290

New Orleans

Ron Davis, Vice President
Marc Huber, Patrolman
Lou Marciello, Rep.
811 Carondelet St.
New Orleans, LA 70130
504-523-1884
Fax: 504-523-6911
Plans: 504-523-5542

New York

Paul Krupa, Vice President
Jim LaRiviere, Patrolman
Don Keefe, Rep.
Randi Ciszewski, Gov't Fleets Rep.
30 Montgomery St.
Second Floor, Suite 220
Jersey City, NJ 07302
201-433-7700
Fax: 201-433-7959
Plans: 201-433-8286

Norfolk

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

Panama

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

Philadelphia

Al Renzi, Plans Rep.
430 N. Fourth St.
Philadelphia, PA 19123
215-592-7797
Fax: 215-592-8136

Portland

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

San Juan

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

San Francisco

Bud Jacque, Exec. VP
Jon Anderson, Patrolman
Bill Ward, Rep.
340 Fremont St.
San Francisco, CA 94105
Office: 415-421-9620
Dispatcher: 415-362-8510
Fax: 415-543-2022
Plans: 415-495-8080
Plans Fax: 415-495-3022

Savannah

Joseph O. Ramsey, Rep.
2351 Shirley Dr.
Savannah, GA 31404
912-355-3209

Seattle

John McCurdy, Branch Agent
Mike Jewell, Patrolman
732 S. Homer St.
Seattle, WA 98108
206-762-0803
Fax: 206-762-6163

Tampa

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

Wilmington

Mrs. W. Seale, Rep.
1812 Princess St.
Wilmington, NC 28405
910-763-4110 or
910-763-7805

MEBA PLAN OFFICES

MEBA Benefit Plans

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

MEBA Towboat Operators

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

MEBA DIVISIONS

City & Borough of Juneau (CBJ)

Greg O'Claray, Rep.
229 Fourth Street
Juneau, AK 99801
907-586-6040
Fax: 907-586-8216

Professional, Office & Industrial Division (POID)

Julie Pfankuch, Rep.
15541 Flowerhill Circle
Parker, CO 80134
303-840-3641
Fax: 303-840-3642

TRAINING

Calhoun MEBA

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

MEBA AFFILIATES

Association of Los Angeles Deputy Sheriffs (ALADS)

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

California Association of Professional Employees (CAPE)

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

Industrial, Technical and Professional Employees (ITPE)

John Conley, President
2222 Bull Street, Suite 200
Savannah, GA 31401
912-232-6180
Fax: 912-232-5982

International Transport Workers Federation (ITF)

Anthony Sasso, ITF Inspector
399 Challenger Road, Suite 103
Cape Canaveral, FL 32920
321-799-2994
Cell: (321)258-8217
Fax: 321-799-9282

National Federation of Public and Private Employees (NFOAPE)

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

National Weather Service Employees Organization (NWSEO)

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

Professional Airways Systems Specialists (PASS)

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

DIAGNOSTIC CENTERS

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

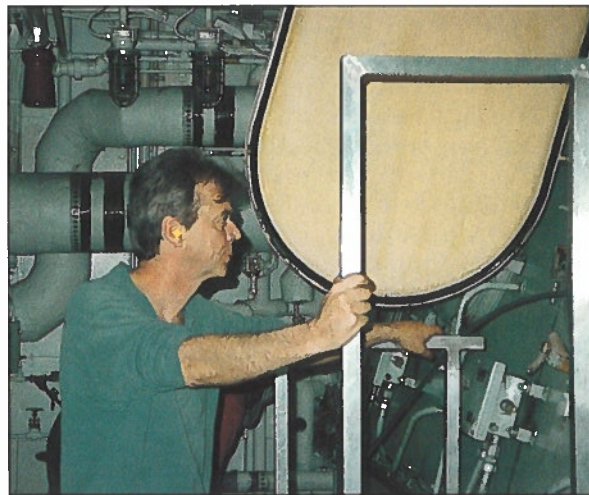
New Orleans
615 Baronne St., #200
New Orleans, LA 70113
(504) 522-5151

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

FACES AROUND THE FLEET



Some of the engineers that power the USNS SEAY: 1st A/E Mike Blevins, 2nd A/E Derek Melanson and C/E Barry Wood. The SEAY is one of the newbuild LMSRs that MEBA is manning for operator American Ship Management.



1st A/E Phil LaFreniere aboard the CSX TACOMA peering through an open hatchway while overseeing important engine work.



Aboard the OVERSEAS WASHINGTON, C/E Steve Caputo and 2nd A/E John Anderson enjoy the view on deck. The ship, docked in Richmond, carries about 680,000 barrels of crude oil from Valdez, Alaska.



Recent retiree Paul Norman went trick or treating at the Seattle Hall. The Halloween enthusiasts are Kathy McCurdy and Kirsten Wilhelm.



Aboard the C-11 vessel APL THAILAND are Steve Granahan and Karl Knudsen. The two are busy removing a main engine crankshaft bearing.



Port Engineer Dale Johnston with C/E Rusty Mitchell in the engine operating station aboard the CSX TACOMA.

Your Political Action Fund at Work

Building Partnerships in a New Legislative Year

With a newly assembled Congress snapped into place and many of our returning friends at the forefront of legislative efforts, the 107th Congress is readying for a January kick-off. The true value of our efforts to strengthen our Political Action Fund will become evident as we prepare to build upon past legislative endeavors with new undertakings — designed to facilitate a flourishing U.S. maritime industry. A new session invites reinvigorated efforts to forward our interests and transform our agenda into tangible benefits for the MEBA fleet.

Various initiatives, advantageous to the MEBA, that fell short in the 106th Congress, signal the need to build new relationships and strengthen allies in the halls of Congress to champion important legislation. Past proposals to stimulate infusion of U.S.-flag shipping capacity will be retooled, and working with our friends in Congress, will be reintroduced. The Political Action Fund presents the means for our industry to be heard in a vast and multifaceted political landscape.



MEBA's Executive Vice President Bud Jacque (right) and his wife Susan enjoy an evening with Washington Governor Gary Locke and wife Mona Lee.



Senator-elect Ben Nelson (D-NE) (left) seen here discussing maritime issues with MEBA's Legal & Legislative Affairs Director Patrick Morris and President O'Toole. Nelson is expected to follow in the footsteps of his predecessor, Sen. Bob Kerrey who was a strong proponent of cargo preference issues.



Congressman Benjamin Cardin (D-MD) and MEBA President Larry O'Toole. Rep. Cardin won his election with 76% of the vote.

MEBA Calhoun School Asst. Director (Operations) Lee Kincaid on the Eastern Shore with Congressman Wayne Gilchrest (R-MD). Gilchrest heads up the House Transportation & Infrastructure Committee's Coast Guard & Maritime Transportation Subcommittee. The School is one of the largest employers in Gilchrest's District.



A respected member in the Democratic leadership, Rep. Gene Green (D-TX-29) was easily re-elected for his fifth term. President O'Toole chats with the Congressman whose District includes the Port of Houston.