

Marine Engineers' Beneficial Association

Marine Officer



September-November 2000

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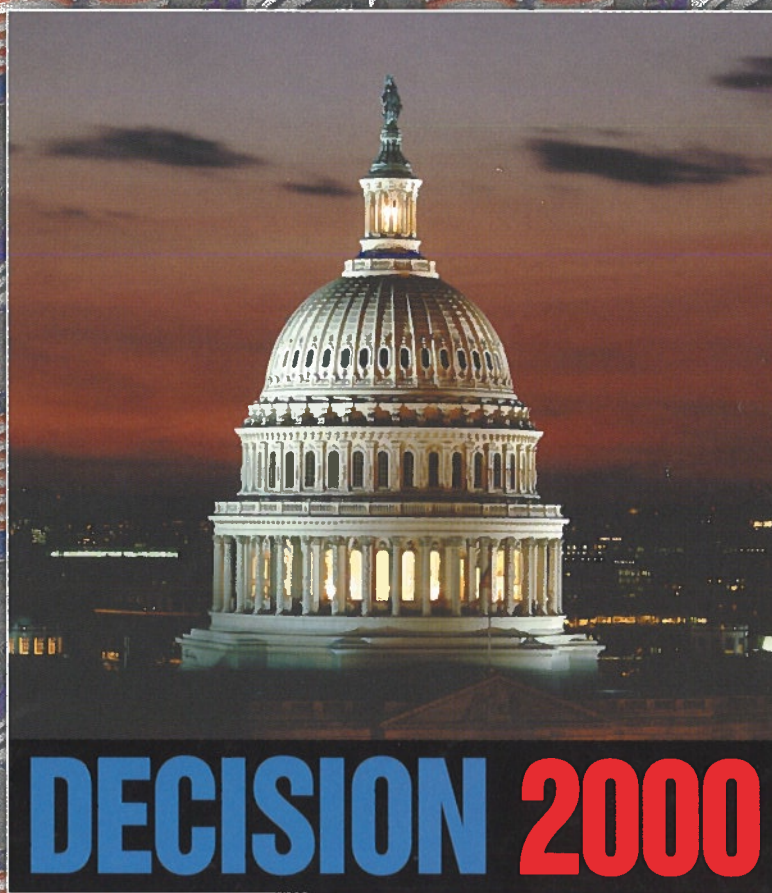
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DECISION 2000

Maritime Policy Begins at the Polls

**REGISTER AND
VOTE**



Focus on the
107th
Congress

MEBA Prepares For LMSR Takeover

The turnover of four large, medium speed, roll-on/roll-off ships (LMSRs) from Bay Ship Management to Patriot Contract Services will happen sooner than previously believed. The MEBA-contracted Patriot, a subsidiary of American Ship Management, will now take possession of the first ship this month (October). About 120 MEBA jobs are being created by the addition of ten LMSR ships into the fleet.

The need to fill these positions continues and MEBA engineers are being encouraged to respond immediately. Contact your local Union Hall for employment information.

The new turnover schedule follows:

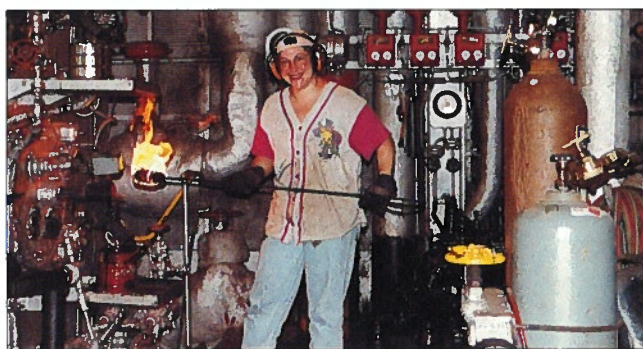
- | | |
|--|---|
| • USNS GORDON •
October 2-7
Norfolk | • USNS SHUGHART •
November 13-19
Norfolk |
| • USNS YANO •
October 23-29
Norfolk | • USNS GILLILAND •
December 4-10
Norfolk |

MEBA members are getting ready to fill the USNS GORDON's engine room.



MEBA Women Shine in Engineering Conference Display

The Society of Women Engineers received an important contribution to its 50th Anniversary conference as images of some of the world's most experienced women engineers highlighted a photo mosaic at the late June event. When the Society began assembling display boards illustrating the impact of women in the trade it was natural to call on the Marine Engineers' Beneficial Association to contribute images. Houston dispatcher Erin Bertram darted into action, supplying the well-attended conference entitled "Beyond 2000: Exploring Perspectives" with photos of herself and her comrades toiling aboard ships around the MEBA fleet. The Washington D.C. conference was labeled a success and one organizer called the MEBA photos, which were the only ones representing engineers in maritime, "strong images of dedicated and skilled craftsmen who take obvious pride in their work."



Another day's work for Erin Bertram aboard the SS TAMPA BAY. Sister Bertram is currently Dispatcher at the Houston Hall



Carroll Curtiss laboring on an American President Lines ship. Sister Curtiss is currently studying for her Captain's license. From there she'll pursue her Chief's license.



Dana Woodruff is the 3rd A/E aboard the USNS SEAY which was recently rolled off the ways from Avondale Shipyard and homeported in Baltimore. Sister Woodruff, who graduated from the U.S. Merchant Marine Academy, has both an engine and deck license.



OUR FUTURE

Bolstering our Defense While Aiding our Friends

"Our navigation involves still higher considerations. As a branch of industry, it is valuable, but as a resource of defense, essential."

—Thomas Jefferson: *Report on Foreign Commerce, 1793.*

In the last edition of the Marine Officer I focused on the Maritime Security Program, one of the essential components of the three-legged stool of policies that support the U.S. merchant marine. Cargo preference laws are another leg of the stool affecting the economic health of the commercial fleet operating in international waters.

The General Accounting Office describes cargo preference as "the reservation of government-financed or -sponsored oceangoing cargoes specifically for U.S.-flag ships." "The objective of cargo prefer-

ence is to help maintain a U.S. merchant marine (1) to serve as a naval and military auxiliary in times of war or national emergency and (2) to carry a substantial portion of U.S. domestic and foreign waterborne commerce."

The simplest way to ascertain whether a cargo is subject to cargo preference is to ask the question, would the cargo

Critics of the need for cargo preference shouldn't ignore two "higher considerations": that for every dollar spent by the U.S. government on cargo preference, the government receives \$1.26 through taxes and other revenues; and that the U.S. is not alone in promoting its merchant marine with preferences. Indeed, most major shipping nations, includ-

itime industry. The GAO determined in a 1994 report that, "these laws appear to have a substantial impact on the U.S. merchant marine industry by providing an incentive for vessels to remain in U.S. fleets." GAO estimated that without preference cargo, "up to two-thirds of the U.S.-flag vessels engaged in international trade would leave the fleet, with most either shutting down or reflagging to another country to save costs. This would directly affect about 6,000 U.S. shipboard jobs." —Clearly a detriment to our sealift capabilities.

With so much at stake, American aid should arrive on ships bearing the U.S. flag, not those of Cyprus, Liberia or Panama; and American defense cargoes should not be carried on foreign vessels. Cargo preference provides trained crews ready to assist our nation's armed forces. To borrow from Thomas Jefferson, our navigation involves "higher considerations." And yes, as a resource of defense, we are essential. This will never change, but our readiness may — without strong adherence to these valuable laws.

As you read through this election issue of the Marine Officer, keep in mind that the politicians up for re-election or seeking office for the first time have an impact on the implementation of cargo preference laws that so impact our industry. Ask those who seek to represent you where they stand on this and other issues of importance to our livelihoods.

"American aid should arrive on ships bearing the U.S. flag, not those of Cyprus, Liberia or Panama..."

move without the involvement of the government?

The Cargo Preference Act of 1904 requires that 100 percent of Department of Defense cargoes be shipped on U.S.-flag vessels, if available, unless the freight rate is "excessive or otherwise unreasonable." The Cargo Preference Act of 1954 requires that at least 50 percent of non-military government-impelled cargo (75 percent for donation agricultural exports) must be shipped on privately owned U.S.-flag vessels. It is important to note that cargo preference applies only to government-generated, not commercial cargoes, and that it affects less than two percent of all U.S. agricultural exports. However, it is important to note that preference cargo is the essential base cargoes moving in many of our key trade lanes.

ing the majority of our major trading partners, have some sort of cargo reservation requirements for government-generated cargoes.

The cargo preference program does have some drawbacks that call for improvement. The U.S.-flag maritime industry has worked to try to institute efficiencies in how cargo preference laws are administered in order to reduce costs. Among such reforms would be long-term charters, consecutive-voyage charters, and spreading of cargo more evenly over the year.

Maintaining and enforcing cargo preference is vital to the survival and strengthening of the U.S. merchant marine. Eliminating, weakening or ignoring cargo preference laws as some in Congress have in the past proposed would have a profound effect on the mar-

Marine Officer

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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



MEBA's three Vice Presidents recently got together at a picnic held at the Calhoun MEBA Engineering School. Left to right are Gulf Coast V.P. Ron Davis, Atlantic Coast V.P. Paul Krupa and Exec. V.P. Bud Jacque.

AFL-CIO Affiliate Umbrella Group

Two-Day Event Reinforces Labor's Influence at the Ballot Box

Some of the nation's most powerful lawmakers pledged their support on behalf of labor as the Transportation Trades Department, an umbrella organization of AFL-CIO affiliates, celebrated its 10th anniversary with style in July. Scores of luminaries, led by Presidential hopeful Al Gore, promised that they would serve as a voice of labor in Washington's political landscape that will be molded by the upcoming elections.

The MEBA was a founding member of the TTD when the 28-union alliance was spawned a decade ago. The Department also includes such organizations as the International Longshore and Warehouse Union (ILWU), United Mine Workers, United Steelworkers and the Teamsters. Today, the TTD has broadened the political clout of the nation's transportation workers throughout the corridors of Congress and broadcasts its message to the American people. Boasting a membership of 2.7 million of the country's 16 million transportation workers, the TTD's influence at the ballot box was demonstrated by the grade of high-powered politicians drawn to the

Department's July 20-21 convention in the Nation's capital.

A handful of guest speakers at the two-day event stand to gain prestigious promotions should their parties receive the lion's share of seats in House or Senate in the upcoming elections. Those who spoke included House Minority Leader Richard Gephardt (D-MO), Senate Minority Leader Tom Daschle (D-S.D.), and Congressman James Oberstar (D-PA) who could all upgrade their resumes should the Democrats assume dominance in November. Should things work out for them, the trio could return to the next congress as Speaker of the House, Senate Majority Leader and Chairman of the powerful Transportation and Infrastructure Committee.

Congressman Don Young (R-AK), who also addressed the convention, would take over the Chair of the Transportation Committee should the Republicans retain the House. AFL-CIO President John Sweeney, Secretary of Transportation Rodney Slater, Teamsters President James Hoffa and AFL-CIO Secretary-Treasurer Richard Trumka also offered their views at the podium looking back on "a

decade of action" while projecting the road ahead. TTD President Sonny Hall talked about the Department's unity "committed to aggressive legislative and political action." Such unity is essential, he declared, for the ongoing battles that unified labor must continue to fight for such causes as blocking "radical ocean shipping deregulation" and standing firm "for strong maritime cabotage and cargo preference laws."

Besides an abundance of guest speakers, the convention was characterized by a series



Keynote speaker Vice President Al Gore addressing TTD affiliates.



MEBA President Larry O'Toole with "Friend of the Union" Senator Paul Sarbanes (D-MD) at the TTD Convention. Sarbanes has represented Maryland in the Senate for 24 years. He has an excellent chance to win a new six-year term in the November elections this year.

of TTD Policy Resolutions and Committee Reports. A member of the TTD Executive Committee, MEBA-Secretary-Treasurer Bob McFeeters rose in support of a significant section to a resolution offered before the Committee concerning worker protections and labor standards. This section, drafted by the MEBA commits the affiliated unions to energetically protect and fortify provisions in support of the U.S. merchant marine (such as the Maritime Security Program, cargo preference laws, and the Jones Act) to guarantee the availability of American seafarers who will assist in U.S. sealift needs and strengthen America's role in international commerce. The resolution was overwhelmingly ratified by the Committee.

Underscores Integrity of Cabotage Laws



Senate Minority Leader Tom Daschle (D-S.D.) is surrounded by MEBA President Larry O'Toole and Secretary-Treasurer Bob McFeeters. McFeeters spoke on behalf of a meaningful resolution that the TTD Committee unanimously supported.



Congressman Don Young (R-AK). Rep. Young chairs the Resources Committee. If the Republicans retain a majority in the House he will be the new Chairman of the Transportation & Infrastructure Committee.

Resolution I – Section regarding “The Three-Legged Stool” of U.S. Maritime Jobs

Since the founding of our country, the United States has depended upon a strong merchant marine capable of promoting domestic and international commerce. In times of crisis America has come to depend upon her mariners and their commitment to preserving freedom. There is no better tribute to the memory of fallen mariners than preservation of a U.S. flag merchant fleet and the merchant mariners sailing today who are ready at a moments notice to serve our country in time of crisis. The shaky three-legged stool of policies that support the U.S. merchant marine – Maritime Security Program, cargo preference laws, and the Jones Act – need strengthening.

The Maritime Security Program (MSP) is set to expire in 2005 and will need to be either extended or replaced with a similar program. MSP has proven itself to be a cost-effective program for defense contingency planning. Despite changes in ownership of the U.S. liner shipping fleet, these ships remain under the U.S. flag and crewed by American mariners. Not only are the operators the beneficiaries of MSP, but the merchant mariners themselves, and the resulting economic and military security that is derived from their availability, are critically affected by this important program. Without MSP, the affected ships will likely be reflagged resulting in lost jobs and the weakening of our nation's fourth arm of defense.

Just as important as MSP to the health of the merchant marine are cargo preference laws. These laws guarantee that U.S. government cargo, often in the form of vital humanitarian aid, is carried on U.S. flagged ships with American crews. All too often, cargo preference laws are defied and circumvented resulting in taxpayer money subsidizing foreign companies and mariners to the detriment of our domestic merchant marine and our economy. American mariners benefit directly, as do our nation's foreign policy objectives, from preference shipping laws.

Lastly, cabotage laws such as the Jones Act and the Passenger Vessel Service Act (PVSA) make certain that American mariners and their respective companies can compete on an equal footing. Cabotage protections ensure that domestic routes are safeguarded from foreign competition as encountered in the international arena. This foreign competition often operates with unfair subsidies and tax advantages, under a safety regime less demanding than that of the United States Coast Guard, and most significantly, with mariner wages a fraction of what is considered a living wage in the United States, or even their home nations. Cabotage laws guarantee that our nation's waterways are plied by highly trained Americans who are paid a fair wage, and who operate under stringent safety, labor and environmental regulations to safeguard the public welfare. Any erosion of the Jones Act or PVSA could severely compromise safety, the environment and the livelihoods of tens of thousands of mariners.

THEREFORE, BE IT RESOLVED THAT TTD AFFILIATED UNIONS WILL:

- Commit to vigorously defend and strengthen policies supporting the U.S. merchant marine such as the MSP, cargo preference laws, and the Jones Act to secure the availability of a workforce capable of meeting the nation's defense sealift needs and ensuring an American presence in international maritime commerce.

Photographer Catches MEBA Fleet Hard At Work

It took Baltimore photojournalist Steffi Graham three months and sixty-eight rolls of film to photograph a segment of the hardworking MEBA fleet laboring in 13 locations across six different states. The abundance of images collected from the fleet paid tribute to the 125 illustrious years of our Union. Many of her prints layered the walls at our Anniversary celebration at Headquarters and currently adorn the office hallways. The beautiful black and white portraits display a gritty realism and a sense of the integrity of our members along with their love for the sea. Steffi studied her craft at the Rhode Island School of Design as well as the Maryland Institute of Art but refined her shutterbug techniques over eight years of focusing her photography on working men and women, her normal compositions.

She employed a 20 millimeter wide angle lens for the MEBA photoshoots as she visited the Union Halls in Boston and New Orleans, Martha's Vineyard and Nantucket Ferries in Massachusetts and the CAPE KENNEDY, CAPE KNOX and LIBERTY SUN in New Orleans. She occasionally used 3200 speed film at some of the engine room stops that lacked sufficient available light. Her stop in Washington allowed her to capture shots of the MANULANI, the KODIAK, KOREA, the OVERSEAS BOSTON as well as Washington State Ferries. When the Alaska State Ferry M/V LECONTE, pulled into Port, Steffi went to work. She also catalogued the MEBA members aboard the SEALAND QUALITY in New Jersey, the Staten Island ferries, the Liberty ship JOHN BROWN and the men and women at Easton's Calhoun MEBA Engineering School.

MEBA is working on an arrangement that will allow us to post the contact sheets from Steffi's photo tour on our website. Members could then peruse available photographs and choose their favorites for purchase. You can write to Steffi at 5726 Cross Country Blvd., Baltimore, MD 21209. More information can be sought from MEBA's Director of Communications at Headquarters Marco Cannistraro who can be reached at (202) 624-1668 or e-mailed at mcannistraro@d1meba.org.



MEBA Engineer Martin Wolf aboard the OVERSEAS BOSTON in Seattle. The vessel is managed by Alaska Tanker Company.



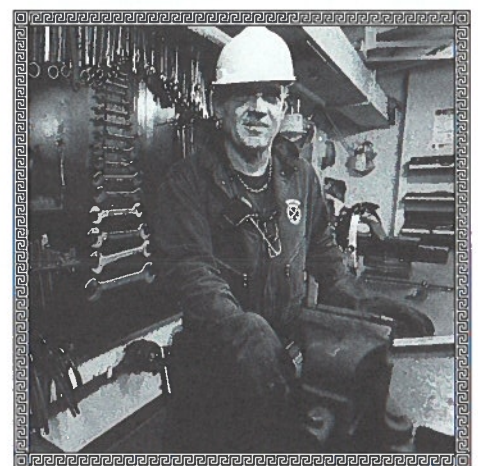
Kimberly Higgins, Third Mate on the LIBERTY SUN which was shipping out from New Orleans.



2nd A/E Pat Harren aboard the KODIAK in Seattle.



Retiree Charles "Blackie" Blockston, 3rd A/E aboard the Liberty Ship SS JOHN W. BROWN, berthed in Baltimore, MD.



3rd A/E Engineer Mark Moser aboard the CAPE KNOX.

DELAWARE BAY Boarded by Yugoslavian Soldiers

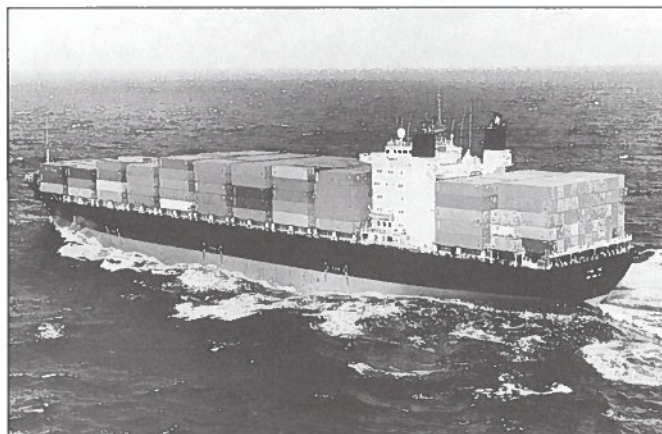
The Maritime Administration issued an advisory for ships sailing in the waters off Montenegro after the First American Bulk Corp. vessel DELAWARE BAY was boarded by armed Yugoslavian military personnel who demanded that the ship be diverted to a military port. All licensed deck and engine officers aboard the vessel are MEBA members. Captain Jerome Benyo complied with demands to provide the intruders with the crew list and bill of lading but balked at requests to shut down communication systems and to pull the ship into an army location up the coast. Following negotiations between the vessel's charterer, Farrell Lines, and the Yugoslavian Army-Navy Headquarters, the soldiers agreed to release the DELAWARE BAY after receiving \$3,200 in ransom money. The soldiers retreated back to their gunboat when payment was made.

"Indications are that [the boarding] may have been sanctioned by Belgrade authorities, although not by the

Montenegrin government," MarAd stated. The incident highlighted mounting concerns with an unstable region. No injuries were reported but FABC President John Gaughan was furious and beseeched the U.S. Government for a formal response to inhibit further

unpleasant episodes in the future. "I have a second vessel headed to the Adriatic and due to be in the same area in September. Without a protest by the U.S. Government to the prior incident, I believe the potential for another altercation is significantly higher," Gaughan wrote MarAd.

Concerned about crew safety, MEBA President Larry O'Toole fervently criticized the White House's handling of the incident. He was outraged that the Administration waited almost a week



before making any sort of response and even then they failed to formally condemn the occurrence. "This is intolerable. This incident calls for a swift and firm response on the part of our government. My members are proud to sail under the U.S.-flag, and I expect our Government to protect its sovereignty and ensure their safety when required. To that end, I ask that you direct the Department of State and Defense to work with the company to develop an effective contingency plan to cover future transits in this unstable area."

Amendments to the Constitution of the National Marine Engineers' Beneficial Association Agreed to at the 106th National Convention

- Amendment I** Aligns National MEBA elections with the three-year schedule of District No. 1-PCD beginning in the year 2002. The National Convention thereafter will be held on the third Monday in March every three years at a site determined by the National Executive Committee.
- Amendment II** Realigns the order of business at the National Convention to provide for the election of officers following the Call to Order. This enables the newly-elected officers to preside over subsequent business undertaken at the Convention.
- Amendment III** Amends the reinstatement section to permit the District Executive Committee (D.E.C.) to establish less stringent rules and conditions for reinstatement for members who withdrew or voluntarily terminated their membership in conjunction with a disability retirement, and the individual so retiring is no longer disabled at the time of his or her request for reinstatement.
- Amendment IV** Amends the Assessments and Fines section so that any fine imposed on a member must be approved by a two-thirds majority vote, rather than a simple majority, at a membership meeting.
- Amendment V** Amends the Code of Trial By Charges by requiring that the trial committee's recommendation of punishment for a member found guilty of charges be subject to a two-thirds majority membership vote rather than by simple majority.



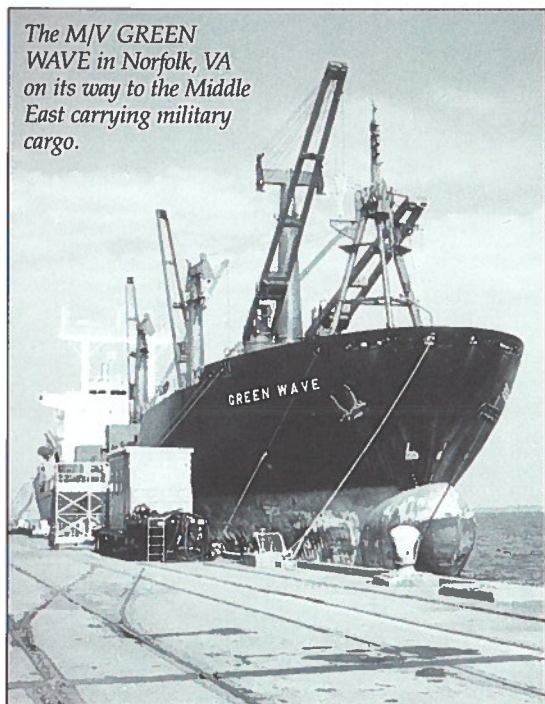
The GALVESTON BAY. Left to right are C/E Lloyd Turner, 1st A/E Walt Kuchtey, 2nd A/E Andy Carubba, and 3rd A/E Stuart Wilson.



Cake celebrating 125 years of MEBA.



The OSG vessel, OVERSEAS NEW YORK on its way from Valdez, Alaska to Honolulu, Hawaii. The Captain logged 90 foot seas. It was slow going as the ship steamed through a storm for three days.

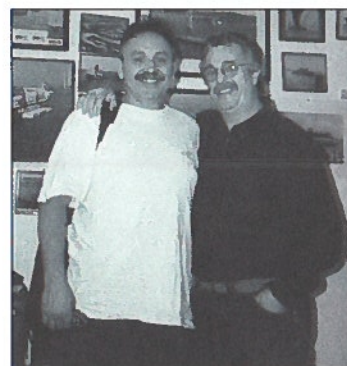


The M/V GREEN WAVE in Norfolk, VA on its way to the Middle East carrying military cargo.

MEBA's L.A. Branch Agent Duncan Ballenger at a Professional, Office & Industrial Division meeting in Denver, CO. With him are POID members Cheri Garcia on the left and Jeannette Finck.



Engineers aboard the M/V GREEN WAVE. From left to right are 1st A/E Chris Hughes, C/E Phyllis King, 2nd A/E Patrick Campbell, and 3rd A/E Charles Schroeder.



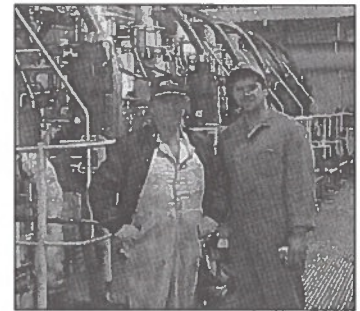
MEBA members Patrick Lemelledo and Joe Fernandez at the New York Hall.



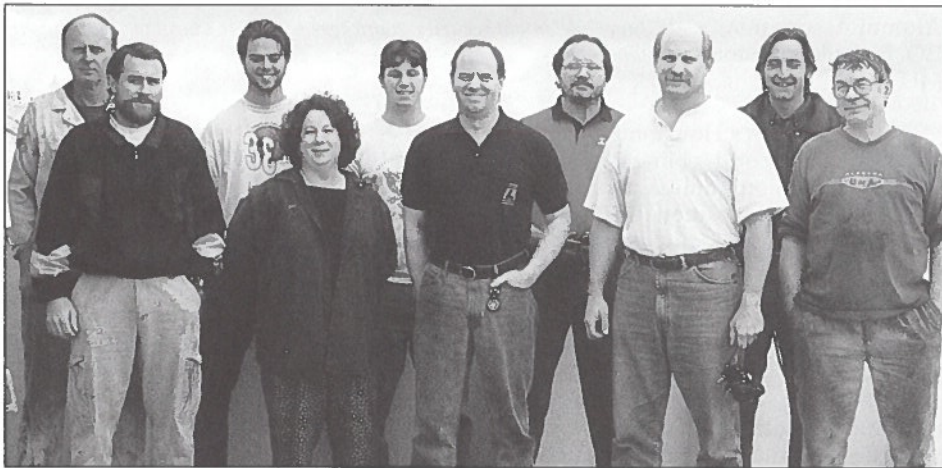
MEBA members C/E Theodore Wolff on the left with his brother Capt. Lawrence Wolff at the New York Union Hall.



3rd Assistant Engineer Robert Phelps tooling around in the crankcase aboard the M/V LIBERTY SPIRIT.



Aboard the M/V APL PHILIPPINES in the main engine room are Chief Engineer Don Jones and his son, Engine Cadet Ben Jones. Chief Jones is retiring after a 32-year career with the MEBA. The APL PHILIPPINES is a C-11 ship operating on the West Coast. It was reflagged from Marshall Islands to U.S. registry upon its entry to the Maritime Security Program.



MEBA personnel aboard the M/V LIBERTY SPIRIT. In the back row from left to right are 3rd A/E Robert Phelps, Kings Point engine cadets Josh Papst and Sean Kline, 1st A/E Donald Struthers and C/M Steve Mahan. In the front row from left to right are 3/M Mike Carr, 2/M Sarah Battaile, C/E Ted Farnsworth, Capt. Scott Nowak and 2nd A/E Tom Miller. "MEBA all the way!"



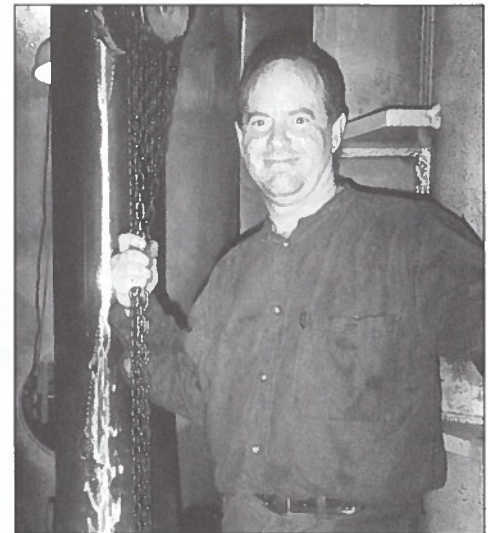
MEBA engineers aboard the M/V APL PHILIPPINES. From left to right are 1st A/E Mark Tracy, 2nd A/E Dallas Crow, 3rd A/E Jim Madden, Chief Engineer Don Jones and Engine Cadet Ben Jones. The crew presented a plaque to Chief Jones for his retirement. He has been with the MEBA since 1968.



MEBA Engineer Robert L. Martin and Deck Officer John Hasson greet AFL-CIO President John Sweeney at a ceremony in New Orleans in which the Labor Department presented a \$4 million grant to the Gulf Coast Mariners Association (GCMA).



MEBA member Robert Mitchell with retiree Billie Ellison at a rally against permanent normalized trade relations for China.



The Chief Engineer on the M/V LIBERTY SPIRIT Ted Farnsworth. Mad scientist or C/E? Doesn't matter, he saves the ship on a daily basis.



A contract ratified by MEBA members in July has created a new concept position that can be filled by either engine or deck officers. The five-year deal with Liberty Maritime establishes the "EDO" position aboard each of the vessels covered under the contract. This will translate into five new permanent billets as well as relief positions throughout the year. The multi-faceted functions the EDO will be responsible for include welding, inspections, crane maintenance and other vessel repair work. The job will earn a 2nd mate/2nd engineer rate of pay. Further EDO information can be obtained from Gulf Coast Vice President Ron Davis at the New Orleans Hall. He put together a 22-point list of preferred qualifications for the "ideal" candidates for the job. Those candidates for the position who lack certain skills would then be encouraged to advance their areas of expertise with Calhoon School training. The New Orleans Hall can be reached at (504) 523-1884.



The push to raise enough money to build a merchant marine memorial at the Calhoon Engineering School continues unabated. \$15,000 has been raised to date but further generosity is needed to construct this lasting artistic tribute to fallen MEBA members over the years. Proposals for the design are still being researched and besides financial donations, a nice anchor that could be incorporated into the memorial is being sought. Bricks from the original school on Light Street will be integrated into the new memorial. New bricks with engraved tributes to friends or fallen mariners (or even yourself!) are available at \$100 apiece and will be used to construct the walkway to the memorial. Posters are currently being designed to post in the Union Halls to

publicize the ongoing quest to fund a project that will contribute so much to the School's steadily growing heritage. A raffle to raise money for the project will begin ticket sales by the end of the year. The Calhoon Alumni Association is heading up the fundraiser. The pointmen are Bill Van Loo, who can be reached at (410) 819-0957, and Rick Simonson, at (410) 822-9600, ext. 310. Donations should be sent to: Calhoon Alumni Association, P.O. Box 1404, Easton MD 21601.



MEBA's Houston branch agent Scott Liebling continued the Union's annual representation at the National AFL-CIO's "Seven Days in June" tour stop in Houston this Summer. About 60 union members piled aboard the "Justice Bus" and dropped in on various worksites to hand out "justice here" and "no justice" here awards. Brother Liebling's odyssey at the Houston stop brought some unwanted attention to those employers who demonstrate regretful labor policies and rewarded those employers who bleed union. Said Liebling, "We've managed to build a rather high profile within the labor council, and they all know who MEBA is. We're small, but can be counted on for action when the call comes."



The Military Sealift Command (MSC) and MEBA have agreed to eliminate ROS (A) as a work rule



Crown manager receiving the "No Justice For Workers" Award from the Harris County AFL-CIO in Texas during the "Seven Days in June." A Crown security guard was sent in to videotape the "presentation."

on MSC vessels. This agreement has been a long time coming and is the result of much hard work by Union Representative, Ms. Randi Ciszewski. Randi has been in negotiations with MSC for over a year. MEBA placed the abolishment of ROS (A) on the negotiating table last summer after numerous grievances were filed due to the inconsistent application of ROS (A) work rules implemented by MSC. ROS (A) work rules were put into effect on all MSC ships in the 80's in an attempt to reduce costs through work-week adjustments when in port. Basically, a ship placed in ROS was one that was active, could be overseas or in the Continental U.S., but in port for 7 days or more. Although a full crew was assigned, the work-week could be staggered to begin on any day at any hour. This flexible schedule provided MSC a significant cost savings in overtime/penalty time. Through her partnering efforts with management, Randi was successful in producing a beneficial agreement for MEBA engineers. If you have any questions about the abolishment of ROS (A), you can contact Randi at the NY hall at (201) 433-7700 or via email at rciszewski@d1meba.org.



A special arrangement between the Calhoon MEBA Engineering School and Trenton, New Jersey's Thomas Edison College is allowing MEBA members to receive up to 46 college credits for Cadet courses through a portfolio process. Due to the efforts of the Schools'



60 Union members protested objectionable working conditions at various sites across Texas during the AFL-CIO's "Seven Days in June"

Assistant Director Art Newberry and Academic Assistant Lennie Martin, several members have already earned college degrees through the program. They are: MEBA's New Orleans Representative Lou Marciello (September, 1995), Fred Fynan (May, 2000), and Tom Kronenberger (July, 2000). Five other members are in the pipeline who have completed over half of the required credits. The School has handled over 200 inquiries from students. "This program is particularly valuable to our students," noted Lennie, "as the 'distance learning' methods used make it possible to earn credits and degrees away from the college campus." Todd Siben is the MEBA advisor at the fully accredited Thomas Edison College. He has characterized the work of the first three graduates as "top of the line." In addition to the Thomas Edison tie-in, arrangements have been made with ACE/CREDIT (American Council on Education) to help students apply for college credit with any college for nine MEBA School courses (non-Cadet). Anyone who would like more information can contact Lennie Martin at (410) 822-9600 X317 or by e-mail at lmartin@mebaschool.org. (ACE/CREDIT material is included with the Thomas Edison package.) After reviewing MEBA School literature, interested students will be referred to Todd Siben for answers to specific questions on the Thomas Edison program.



The Canadians suffered the indignity of a miserable ordeal in early August that could become reality for the U.S. should our merchant marine be allowed to dissolve. Canada, because of a lack of a suitable ship to carry \$151 million of its army weaponry, ammunition and armored vehicles was forced to hire a flag-of-convenience vessel to transport its munitions. Third Ocean Marine, the U.S. owner of the Soviet-built, Ukrainian crewed freighter GTS KATIE, decided to use their leverage as a tool to recover close to \$200,000 they alleged was owed to them by the ship's charterer. Carrying what was 10% of Canada's military hardware, Third Ocean ordered the ship into a holding pattern while sailing in international waters off Newfoundland. Canada continued to be held hostage as days of agonizing negotiations went nowhere. After another round of talks broke down, Canada secured permission from the ship's country of registry, St. Vincent and The Grenadines, to board the vessel and retake their armaments. On August 3, soldiers were ordered to move in and a



Fred Fynan receives his diploma from the Calhoon School's Assistant Director for Academics Art Newberry.

helicopter attempted to lower 14 armed commandos onto the ship as the Ukrainian Captain steered the vessel on a series of "violent maneuvers" in an attempt to avoid the intrusion. Without a shot, the Canadians seized control of the KATIE and redirected it to the mainland. Canada's National Post painted the incident as a national humiliation. "It is hard to decide which is the most pitiful part of the story. Is it that Canada's navy, which in 1946 was the third largest in the world, today doesn't even have the ability to transport our army to battle? Is it that a key element of our national security was delegated to a foreign company?" Acting Maritime Administrator John Graykowski pointed out that the incident characterizes the need to prevent such tribulations by rescuing our diminishing merchant marine. "This is precisely why it is necessary for the United States, as the world's only remaining superpower, to have an assured absolutely reliable sealift capacity." Former Military Sealift Commander Vice Admiral James Perkins III (ret.) who serves as Senior Military Advisor to the American Maritime Congress warned that the U.S. should salvage an important lesson from the incident. "Canada's dilemma is a classic example of the danger of becoming militarily dependent on ships registered in other countries. Even if foreign ships are available, it's unwise now or ever for any country to rely on foreign tonnage and foreign seamen to carry out its defense or foreign policy missions. The United States should remember this lesson well, and realize once again that it cannot function militarily without a robust maritime fleet

grounded on a thriving U.S. Merchant Marine. We simply can't do without ships under the American flag, and manned by American crews as a vital part of our national defense arsenal."



The General Accounting Office (GAO) extended its deadline to decide bid protests against the Maritime Administration's award of ship management contracts for the Ready Reserve Force Vessels to October 10, 2000. The two remaining protesters are Apex Marine Corporation, a MEBA-contracted company, and V-Ships. MarAd is hoping for GAO affirmation of the awards that would end a contracting process that has gone on for two years. MEBA-contracted companies will manage 36 of the 74 ships if the awards are upheld.



Researcher William Benedetto is seeking materials and accounts cataloguing the December 26, 1969 disaster aboard the SS BADGER STATE that took the lives of three MEBA engineers along with 22 others. Benedetto, a former Coast Guard Shipping Commissioner, is planning to write a book about the stricken ammunition freighter that suffered a series of explosions while en route to Vietnam. Several tons of bombs carried on the vessel broke out of their crates and blew up causing extensive damage. Another explosion later that morning pitched 33 men, evacuating the ship in a lifeboat, into the sea. The Chief Engineer Gilbert Baker as well as A/E Raymond Reiche, and 3rd A/E Kinnie Woods, all MEBA members, perished. MEBA survivors included 1st A/E Steven Bordash, 3rd A/E Richard Pattershall, and Calhoon MEBA School Cadet Neil Kirkwood who was sailing on his first ship. Brother Kirkwood is still an active MEBA member employed aboard the APL PHILIPPINES, an ASM ship. Benedetto would appreciate any assistance extended on this project. He can be reached at (503) 694-2886. His mailing address is P.O. Box 953 in Wilsonville, OR 97070.



MEBA engineering officers aboard the National Oceanic and Atmospheric Administration (NOAA) vessel RAINIER, alerted by a distress call, came to the rescue of a small fishing vessel that had been consumed by flame in the Shelikof Strait near the Alaska Peninsula. The RAINIER conducts hydrographic surveys in support of nautical charting and was



The MV TUSTAMENA, one of the nine ferries on the Alaska Marine Highway System that MEBA engineers operate. Three new ferries will soon be joining the AMHS.

anchored approximately 15 miles away from the distressed vessel when the call came in late on July 22. The RAINIER coordinated rescue operations with the Coast Guard and raced to the aid of the sinking ship. After the NOAA vessel used flares to guide a Coast Guard helicopter to the location, a launch was deployed to assist in rescue and recovery operations. Quick actions by the RAINIER that continued until the early morning hours resulted in a timely rescue with no loss of life. MEBA engineers serve aboard all 16 NOAA research vessels.



Three new high-speed shuttle ferries will be introduced into the Alaska Marine Highway System over the next several years. The high-speed catamaran car and passenger ferries will benefit the major communities of both the Southeast panhandle and Prince William Sound. MEBA engineers will crew the new ferries as well as future newbuilds introduced into the trade. Currently, MEBA members power all nine ferries operating in the system that link cities of Alaska which all too often are inaccessible by other means. The high-speed ferries will have a catamaran hull design, diesel power, and water jet propulsion, with capacity for 35 cars and 250 passengers, and an operating speed of 32 knots. The first of the new vessels will begin service by the summer of 2003.



A future MEBA member made it even more obvious that he possesses the intelligence and maturity it takes to be a great marine engineer. Midshipman Darren Monzingo was this year's recipient of the MEBA Award at the Merchant Marine Academy's class of 2000 Convocation in June. It is presented to a graduating midshipman displaying exceptional practical skills and the aptitude to become a

marine engineer. Midshipman Monzingo will sail for the Military Sealift Command before joining the MEBA. The young man was presented with a Palm Pilot as part of the MEBA Award and was delighted with the honor. His letter, written in thanks to the MEBA, gives indication why he was such a solid candidate for the Award and demonstrates an intelligence and awareness not commonly associated with youth: "I was about six years old when I first fell in love with ships, and I knew right away that I wanted to go to sea. My time at the Academy opened my eyes to the sacrifice that our merchant mariners make on a daily basis. I doubt that many people can begin to appreciate the devotion and hard work that is displayed by our maritime officers. They are indeed the unsung heroes of our country."

Continuing, Midshipman Monzingo noted that "there are several members of the MEBA who I feel must be mentioned. They served not only as engineers but also as teachers and mentors during my time with them. They are individuals who make our industry strong, and I only hope that I can one day be like them. They are (in no particular order) Jim Allen (C/E: APL), Tom Sparks (who I believe recently retired as 1AE for Keystone), Rick Boggs, Scott Dunn, and Bill Bauer (1AE: Matson). There are many other individuals from the MEBA who were every bit as helpful, but these are the ones with whom I have lost touch. If you cross paths with any of them, could you please let them know I said thank you. Let them know they made a difference. I owe them so much! Again...thank you for your kind gesture. It means a great deal to me."



Vice Admiral Gordon S. Holder, Commander of the Military Sealift Command, got a look at the nation's leading mar-

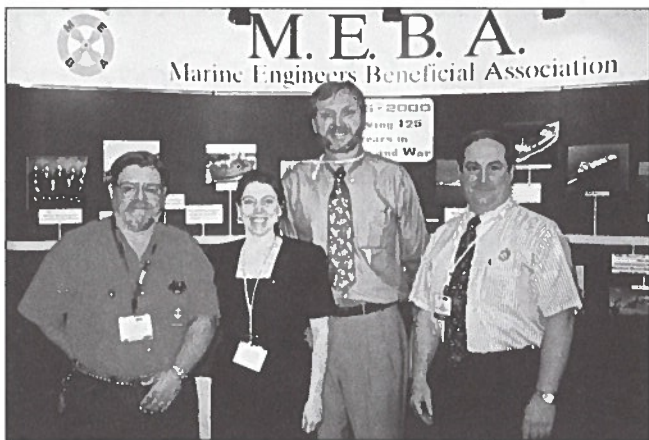
itime continuing education facility recently when he toured the Calhoon MEBA School. School Director Henry Phillips led an entourage through the Easton, MD site showing the MSC Commander the various labs and classrooms including the diesel training simulator, one of only two in the country. VADM Holder, who was accompanied by MSC's Assistant Deputy Commander for Business Operations, Richard Haynes, along with staff, was awed with the breadth of knowledge available to MEBA engineers. Six courses were in session during his visit, and Admiral Holder supplemented his tour with informative chats with various Calhoon School instructors. Phillips noted that VADM Holder was extremely impressed with the facility and staff, saying "the Commander got a first hand view of why MEBA officers are the most highly trained mariners in the world."



MEBA President Larry O'Toole took part in a June ceremony in New Orleans as the Department of Labor presented a \$4 million grant to the Gulf Coast Mariners Association (GCMA) to provide schooling and training for the offshore industry. The MEBA has played a large role in the effort to help Gulf Coast mariners meet new international standards of certification in order to ensure continued employment. MEBA's Calhoon School will receive a sizeable amount of the grant that will be used to implement and test a regional industry training project. This undertaking responds to U.S. adherence to the 1995 STCW amendments requiring certain types of sea-going mariners to be credentialed in particular safety, fire fighting, and related skills by



MEBA Engineer Joseph George (l) and Deck Officer John Hasson with AFL-CIO President John Sweeney. They were attending the New Orleans ceremony where the Labor Department awarded a \$4 million grant to the Gulf Coast Mariners Association.



The Calhoon School took its show on the road as MEBA officials manned an exhibit at the Offshore Technology Conference at the Houston Astrodome. On the left is Bob Barron, MEBA's Patrolman at the Houston Hall, who helped out during the four-day show. To his left are Monica Bingham from Southwest Texas State University, Calhoon School Director Henry Phillips, and the School's Assistant Director for Operations Lee Kincaid. The School's booth promoted training at the School for the first two days then highlighted the MEBA and our 125 years of existence for the final two days of the conference.

February 1, 2002. Without the necessary credentialing, 2,100 mariners are at risk of layoff. The grant was made possible through an unprecedented new alliance between labor unions that included, among others, the MEBA, AFL-CIO and the International Transport Workers Federation (ITF). The new group is seeking to unionize the Gulf Coast offshore industry aided by an offshoot of the GCMA, Offshore Mariners United (OMU). Based in Houma, Louisiana, OMU estimates that there are up to 35,000 offshore marine workers in the Gulf who work without the benefit of union contracts. Unionization is needed in the region because of the poor wages, benefits, working and safety conditions existing there. OMU recently received a harbinger of future success when a successful "yes" vote was won for unionization of 830 offshore construction workers at J.Ray McDermott, Inc. in Amelia, Louisiana, despite an aggressive company campaign against worker organization. McDermott employee Recko Mills declared that "we need (a union) because the people (McDermott management) ain't for the working man. They always been for themselves. They think they can handle you all kinds of ways. But, with the union coming in that's gonna stop all that."



The GLOBAL MARINER, a vessel once used by the International Transport Workers Federation (ITF) to publicize the

interest in the well-being and basic rights of seafarers. While it's too early to say what the immediate future of the GLOBAL MARINER will be, we can be sure that the message that it so ably carried will continue to be promoted with or without it." The two-year world tour of the GLOBAL MARINER spotlighted the nefarious conditions seafarers are subjected to on a daily basis. MEBA members manned booths during the ship's U.S. tour last year. Tony Sasso is MEBA's ITF Inspector fighting an ongoing battle against flag-of-convenience ships. These loosely regulated registers are ripe for safety and environmental disasters.



International Longshore and Warehouse Union (AFL-CIO) President Brian McWilliams was unseated as International Vice President James "Spinner" Spinosa assumed the top spot in elections held in early August. The 59 year-old Spinosa has been an ILWU member since 1969 and spent several years as a terminal warehouseman. "With this election behind us, the ILWU must now unite to face the challenges ahead," Spinosa declared in a statement. "My goal is to continue with our organizing and internal education programs, to retool the union's infrastructure and to continue to build the union in its great historic tradition." The new President is known as an aggressive and effective negotiator. He was sworn in on August 24 and faces a number of challenges ahead of him including the push

loathsome flag-of-convenience system, disappeared under the waves following a collision with the cargoship ATLANTIC CRUSADER. The 12,788 ton cargo ship, on bareboat charter to the U.K. firm, Clyde Marine, was being utilized as a training vessel. 22 crew and 9 cadets scampered into life boats in a sinking that resulted in no injuries. The vessel went down in Venezuela's Matanzas harbor on August 2. ITF reacted with sadness to news of the sinking. David Cockroft, ITF General-Secretary, commented: "The Global Mariner won a place in the affections of everyone

for new technology on the waterfront. MEBA President Larry O'Toole thanked the outgoing President for being both "a strong voice for maritime labor and a supporter of the MEBA over the years. I look forward to a mutually beneficial working relationship with President Spinosa and the ILWU."



The President Emeritus of the American Radio Association William Steinberg died on August 1st of this year after a battle with cancer. He was 87. A radio officer aboard various U.S. merchant vessels carrying war supplies during World War II Steinberg eventually settled into the ARA Presidency for the next 36 years. During that service he beneficially aided and abetted maritime labor in innumerable ways. Steinberg was involved in the negotiations that led to the merger of the AFL with the CIO in 1955. He was also a good friend of the MEBA and assisted the Union in various endeavors.

The ARA represents about 200 licensed shipboard Master Radio Electronics Officers (MREOs) and Radio Electronics Officers (REOs) employed in the U.S. Merchant Marine. MEBA President Larry O'Toole praised the lifelong efforts of President Steinberg and "his major contributions that enriched the livelihood of all mariners." Steinberg was buried at Lakeside Memorial Park in Miami, FL. The ARA Free Press called Steinberg "a man of clear principles and broad vision who was articulate in defense of all men and women of the U.S. Merchant Marine. He was both a stalwart patriot and a dedicated trade unionist. His friendship, strong support and keen advice will be sadly missed by all his friends and colleagues in the maritime community."



ARA President Emeritus William Steinberg pictured here with American President Lines negotiator Franklin Riley in July 1997. The ARA headed up a brief strike against APL, supported by the MEBA, that led to a contract agreement. MEBA members remember Steinberg with great respect.

Army Corps of Engineers: MEBA's Floating Plant Fleet Solves Navigational Slow Downs

The Army has a long history of interest in navigation beginning with the defense of the nation's ports, harbors and coastline. This led very early to the utilization of the engineering skills of the officer graduates of West Point in solving various problems restricting marine navigation.

Shoaling of the harbors, channels and port entrances was first tackled in the early 19th century by Army Engineers. Army officers designed and supervised the construction of the first series of jetties at the mouth of the Mississippi to reduce the shoaling and keep the river open to deep draft navigation. This navigation function was the beginning of what is now called the Corps "Civil Works" program. Flood control, water-



Aboard the Dredge ship MCFARLAND. (l-r) Asst. Chief Engineer Phil Blauvelt, MEBA Government Fleet Operations Representative Randi Ciszewski and Sandy Bell, 2nd A/E.

power electricity generation, recreation and civilian regulatory functions, including wetland and marine environmental regulatory controls have been added and in many ways are complimentary to the older Navigational concerns.

The three large hopper dredges that constitute the deep draft triumvirate of the Army Corps' "Floating Plant" fleet are the MCFARLAND, WHEELER, and ESSYONS. These vessels are operated by the Corps' Philadelphia, New Orleans and Portland, OR districts respectively. These districts, and many of the other districts, operate smaller "floating plants," including survey boats, river towboats, snag boats, pilot boats, cutter head dredges, dustpan dredges, clam shell dredges, heavy lift crane barges, etc. Some of these smaller vessels require



The Dredge ship MCFARLAND. The ship is the only one of its kind that has triple capability for direct pumpout, bottom discharge and sidescasting or boom discharge.

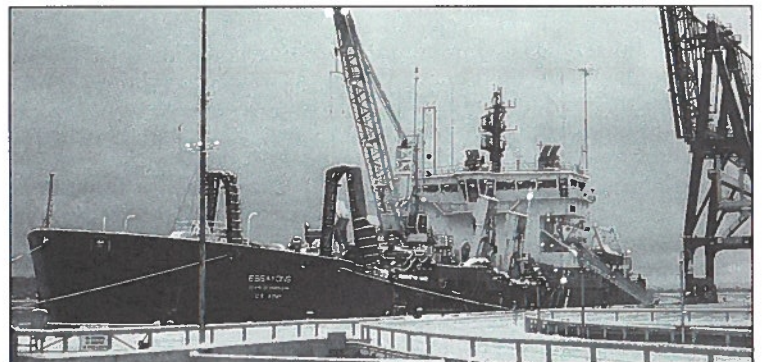
licensed engineers, but not normally of unlimited tonnage or horsepower.

Corps vessels required to have licensed engineers operate under an "agreement" between the Corps and MEBA. This agreement covers most of the items contained in a commercial vessel contract with the MEBA, except for wages and benefits. Corps employees are covered by employee health insurance, and holiday, leave, and retirement programs.

Many of the crew travel considerable distance to and from the larger dredges. On the WHEELER, which primarily works the Mississippi River below New Orleans, we have mates who fly in from Boston, Kansas City, Louisville and a 3rd, Asst. Engineer who commutes from the Washington D.C. area. About 30% of the crew live in the Florida panhandle. All of the crew make a round trip from home every 28 days for either a 14 or 16 day (160 hours) tour of duty.

Daily work schedules, as well as tour of duty schedules, vary from vessel to vessel and district to district. Some vessel crews have elected to work more than 8 hours a day on straight time for more time off between work tours.

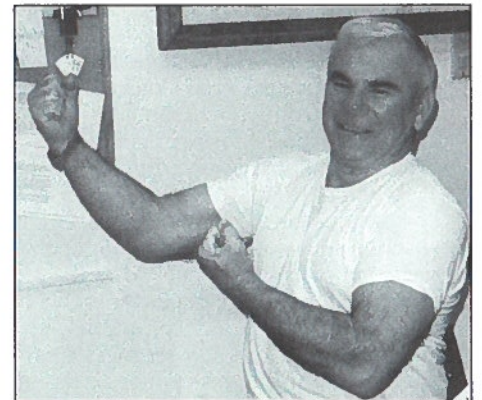
The Hopper Dredge ESSYONS. Recently, the ship responded to a call for emergency dredge work in Alaska after another company abandoned the project.



A provision of the "agreement" requires the managing district to inform the MEBA of any licensed engineer job openings that occur aboard its "floating plants." However this is normally done by simply sending a job opening announcement to only the hiring hall that serves the location of the Corps District office.

Additional information on employment with the Corps of Engineers can be found at their web site: www.usace.army.mil. Randi Ciszewski is the MEBA Government Fleet Operations Rep responsible for negotiating on behalf of the USACE bargaining unit members. You can reach Randi via email at rciszewski@d1meba.org or via phone at the MEBA NY hall at (201) 433-7700.

—Thanks to V.J. Giannalone who put together this focus piece. V.J. is a part-time instructor at the MEBA Calhoun Engineering School and sails as 1st A/E aboard the dredge ship WHEELER.



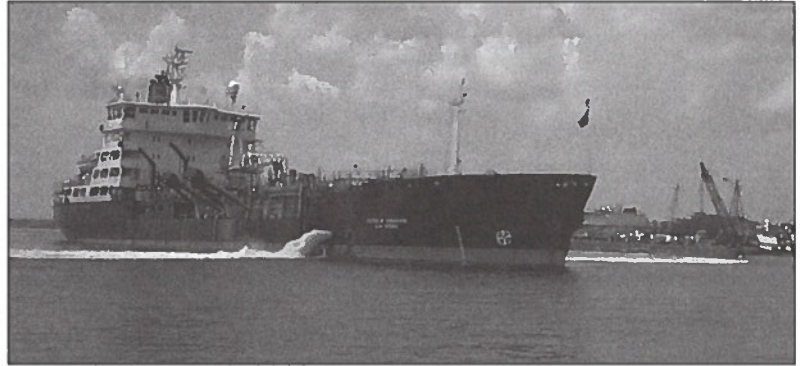
V.J. Giannalone. The First Assistant Engineer aboard the WHEELER is also the author of this article.

Government Membership Group Employees put the "Ready" in "Ready Reserve"

Government members aboard the U.S. Dredge *WHEELER*, of the New Orleans District, U.S. Army Corps of Engineers, proved their abilities yet again last month when the *WHEELER* was called into action from her Ready Reserve status at New Orleans District Headquarters.

On June 13th, 10 miles below the Port of Lake Charles, Louisiana, on the Calcasieu River, a dry-dock belonging to a local shipyard sunk in the middle of the 40-foot deep ship channel while the yard was attempting to lift a small ship for repairs. The resultant channel blockage closed the river to ship traffic in and out of the Port, stranding tankers in the port and blocking ships awaiting entrance for unloading. By June 16th the Corps of Engineers had declared a state of emergency relative to navigation, and called for emergency dredging work to dredge a new, deep-draft side channel around the sunken dry-dock in order to allow ships to pass. This involved deepening the existing side of the channel from as shallow as 25 feet to 40 feet as quickly as possible. Due to the lack of available disposal areas and the inability to further obstruct the remaining half-channel in any way, traditional pipeline "cutter-head" dredges could not be used. Instead, a small fleet of hopper dredges was mobilized to move over 250,000 square yards of material to a disposal site 33 miles downriver in the Gulf of Mexico. With such a long transit to the disposal area, it was important to get the most material moved per dredged load as efficiently as possible. This was achieved by activating the U.S. Dredge *WHEELER*, the largest, most sophisticated dredging ship

The WHEELER at work next to the dry-dock wreck site on the Calcasieu River.



in the United States, known for her pumping power and economical dredging costs. The *WHEELER* is a Ready Reserve dredging ship belonging to the Corps of Engineers, homeported in New Orleans and manned by MM&P, MEBA, and NMU civil service mariners. She received the emergency callout order from Washington Corps Headquarters in the late morning hours of June 16th, to transit the 300+ mile journey to Lake Charles and begin operations as quickly as possible.

The *WHEELER* maintains a readiness posture in Reserve status that calls for her to respond to dredging emergencies worldwide within 72 hours. In this case, the expert crew activated the ship and was heading down the Mississippi River in 8 hours.

By June 18th, the *WHEELER* was operating 24 hours a day, dredging with all her might on a very shallow bank, often grounding and plowing through the river bottom in an attempt to clear a channel at all costs. The ship is 410 feet long and 100 feet wide (with dragarms deployed),

requiring a minimum of 24 feet of depth (light) to 30 feet of depth (loaded) to operate in. The work area consisted of a 400-foot-wide channel with a channel side of 25 feet to 35 feet to dredge. This meant the ship had to be turned around in her own length regularly to return to the Gulf of Mexico with a load after dredging on the shoal site.

Working around the clock with three private industry dredges, the new channel was cleared for deep-draft ship traffic with extreme rapidity and success. By July 3rd most traffic had resumed normal operations, and the dredges were deployed in "cleanup" efforts on shoals resulting from the dry-dock's blockage of normal river current, while awaiting salvage operations to be completed so the main channel could be dredged back to specifications. All during the dredging operation, salvage operations were underway with divers in the water. Navigational traffic was not impeded. In short, the *WHEELER* and the other dredge ships created a new channel in remarkable time without interfering with normal river operations.

In the end, the dry-dock could not be salvaged, and it was decided to dismantle the dry-dock under water, cutting it in numerous pieces. Since there were environmental concerns to deal with (the dry-dock was carrying 200 gallons of fuel, for example), this operation would take at least four more weeks.

Since the emergency channel work had been completed, the *WHEELER* was released on July 9th to return to the Mississippi River. After two weeks of dredging in Southwest Pass of the Mississippi River, the *WHEELER* will return to New Orleans and Ready Reserve Status once again.

The officers and crew of the *WHEELER* were commended by all for rapid response and a job well done. This, of course, is nothing out of the ordinary for this dedicated and efficient group of skilled union mariners!

—Thanks to Capt. E.A. Morehouse who provided this account.



The WHEELER proudly heads home, "job well done!"

Shoreside Scuttlebutt

Baltimore

The latest two newbuilds in the MEBA's LMSR fleet recently berthed in Baltimore. The Military Sealift Command vessels USNS FISHER and USNS SEAY are now homeported just off Clinton Street in the Port of Baltimore. About 120 MEBA jobs are being created by the addition of ten LMSR ships into the fleet...The Liberty ship SS JOHN BROWN will be used to film a scene in an upcoming TV movie about the relocation of Holocaust refugees to Oswego, N.Y. during WWII. The ship will fill in for the Army troop ship HENRY GIBBINS which transported 982 concentration camp survivors in 1944. The JOHN BROWN is berthed in Baltimore. About eight MEBA retirees are currently sailing on the ship.

Calhoon MEBA Engineering School

Temperatures averaging lower than any Summer on record since 1891 in Easton, MD resulted in abundant boating activity and numerous family outings...Sen. Barbara Mikulski (D-MD) visited the School and discussed maritime issues with MEBA representatives.

Houston

A Labor Day picnic hosted by the Harris and Galveston County Labor Councils was a great chance to speak with local politicians and let them know of labor's concern. Proceeds from an auction benefited the Harris County AFL-CIO Member's Assistance Program... MEBA signed on as a member of the host committee for a fundraiser for Congressman Gene Green (D-29-TX) on August 31. Rep. Green is a dynamic supporter of organized labor and the U.S. flag maritime industry...The Houston office was contacted by the National AFL-CIO to get a story about dispatcher Erin Bertram. They are doing a feature story on the AFL-CIO website about how the members of MEBA rallied to her aid after the tragic death of her husband in an automobile accident right after their son was born...The West Gulf Ports Council recently met to reorganize the group. The council had been dormant for the last several years, and the local unions in the Maritime Trades Department decided it was time to reactivate the council. At a

well-attended luncheon meeting, there was considerable enthusiasm for getting things going again, especially in light of the contemplated merger between the ports of Houston and Galveston into a single entity Long time members Davis Chisholm and Bob Lilley are retiring. "We'll miss them and wish them well." Dave plans to spend his retirement fishing in the Cayman Islands...Maersk Sealand has begun paying off a number of their ships in Houston. "We welcome all members to our informal, laid back office. The coffee is always on, and we look forward to seeing the many members who will be transferring in from other ports. Our best to all, with special wishes for a safe voyage for our brothers at sea."



Garrett Kearbey, Chief Engineer of the M/V CAPE TEXAS at the Pasadena Strawberry Festival.

MEBA was represented at this year's Pasadena, Texas Strawberry Festival as the Union's Houston Hall manned the AFL-CIO Information Booth at the 27th annual celebration. The multi-cultural event drew a crowd of over 30,000 during the three day affair in mid-May. Proceeds from the festival are used to fund scholarships for local students and for various other Lone Star State projects.

ITF

A revolting incident involving a flag of convenience ship typifies the ongoing conditions ITF is fighting against. A Romanian bartender aboard the Carnival cruise ship FANTASY walked in late to a routine staff meeting that employees must attend in their off hours. As punishment, the 90 pound woman was made to lug 40 pound boxes until her arms were black and blue. "Think twice before you go on one of these FOC cruises," warned MEBA's ITF Inspector Tony Sasso...ITF's vigilance of suspect treatment of mariners by COSCO has spurred the Chinese shipping line to open up a California office to address ITF concerns...ITF staged a successful rally against flag of convenience ships with key assistance from MEBA headquarters in mid-September at the U.S. Capitol as part of a "Week of Action" spotlighting these floating sweatshops.

Jacksonville

Jacksonville extended the use of their Hall to the St. Johns River chapter of the American Merchant Marine Veterans Association who held their August meeting there...Finished with Engines: The Hall bids a final farewell to Al Wetmore, MEBA's former Representative there who died in early June. He had helped establish the St. Johns River chapter mentioned above and was a past President. He was a good man and served the Union well.

Juneau

The Union has reached an impasse in contract talks with the City and Borough of Juneau for a new contract covering our 300 CBJ members. The rank and file committee of Ben Goldrich (Transit), John C. Laurent and James Lockwood (Finance), Chris Cunningham and Jill Robinson (Fire Dept) led by Juneau Representative Greg O'Claray are gearing up for the Fall elections in hopes change on the CBJ Assembly will prove fruitful in bargaining a new contract. MEBA's Executive Vice President Bud Jacque is assisting with these negotiations and will be available as needed at the bargaining table.

Los Angeles

MEBA helped sponsor the L.A. Harbor Labor Day parade. Thousands of union members and their families joined the parade which turned into a rally at Banning Park...Branch Agent Duncan Ballenger's daughter Jessica competed in the national championships of horse vaulting held this year during August in Santa Barbara, California. She won first place in the woman's individual competition. Jessica has been vaulting for twelve years and is happy to report that she has been offered a job coaching a winning team next season and will also vault individually.

New Orleans

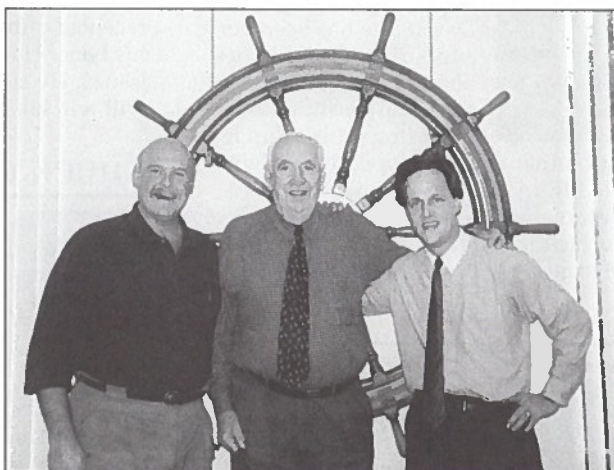
After 20 years of service, Plans Representative Alicia Griffith retired from the New Orleans branch to begin teaching in a local Parish elementary school. An enthusiastic retirement celebration, funded by contributions, was held at the New Orleans hall and was well attended by local members, retirees, Plans employees and family. The members donated gifts and a plaque which reads: "In recognition for your 20 years of kindness and dedicated service to all of us, the New Orleans members of District No.1 - PCD, MEBA, we extend our most sincere gratitude and best wishes for your retirement. Those who bring sunshine to the lives of others cannot keep it from themselves. Alicia Griffith, You are always welcome in fraternity." Alicia asked that we convey her thanks for all that the Union and its members have done for her...A long, arduous effort to gain approval from the city of New Orleans for the resubdivision of the members' property at 811 Carondelet has been successful. The nearly 1/2 acre is now a single lot, owned by a membership-controlled Louisiana corporation. Previously, this property was comprised of 5 lots with two different membership-owned corporations. Improvements to the adjoining parking lot are the next goal.

New York

NY Patrolman Jim LaRiviere marched in a parade sponsored by the Municipal Labor Committee with various other Unions in a show of solidarity on September 9. Marchers wore shirts with this year's slogan "MLC 2000, We all deserve respect and a fair raise." The parade was a chance for labor to demonstrate its strength and send a message to the Giuliani administration that labor wants fairness for its members.

Norfolk

MEBA's Port Representative at Norfolk, Tom Lilley, is joining Calhoon School Assistant Director for Operations, Lee Kincaid, at a logistics forum and expo in Albuquerque, New Mexico. Both will represent the MEBA at the Annual Convention of the National Defense Transportation Association...The building where the Norfolk Hall is located is in limbo. Old Dominion University has the "right of eminent domain" to the property and could decide to add to their campus at the expense of the Hall. A new building is actively being sought since the Branch would have only 90-days to relocate once notice is given. The Norfolk Hall has been located on West 40th Street since 1954. MEBA has been represented in Norfolk since 1923.



MEBA's Exec. V.P. Bud Jacque recently completed a memorandum of understanding with Black Ball Transport to beef up pension benefits. With him are Black Ball President Pat Fumento and General Manager David Booth Jr.

POID

POID is gearing up for contract renewal negotiations. Those talks will open up in San Francisco in October and shift between there and Denver until a deal gets done. POID Representative Julie Pfankuch is intimately involved as are Executive Vice President Bud Jacque, Gulf Coast V.P. Ron Davis, L.A. Branch Agent Duncan Ballenger and San Francisco Patrolman Jon Anderson.

San Francisco

The first round of negotiations with Matson Navigation for a new contract with the MEBA began in late August at the San Francisco Hall. The MEBA sat in on earlier talks as observers as other Unions submitted their proposals. The contract expires on the last day of the year. Executive Vice President Bud Jacque is heading up the MEBA team...The San Francisco Port Maritime Council begins its "season" in September that winds on until June 2001 as the group begins its monthly deliberations concerning the local maritime community and the building trades. MEBA's San Francisco Patrolman Jon Anderson is an Executive Board Trustee on the Council. The first meeting will take place on the Liberty ship S.S. JEREMIAH O'BRIEN.

Seattle

Seattle Port representative Mike Jewell along with Charleston rotary engineer Keith Skinner seized the golf tournament crown at this year's Alumni Weekend at MEBA's Calhoon Engineering School...MEBA participated in the King County Labor Day Council picnic...A good showing of MEBA delegates and alternates turned up at the Washington State Labor Council, AFL-CIO as a successful Constitutional Convention was staged in Tacoma...MEBA's traveling 125th exhibit was well-received at the Hall. The members had a chance to enjoy the display boards for a month before shipping them off to the next Union Hall...With elections coming up and Congressional seats at stake, the Seattle Hall has had a series of "get together" meetings with Washington State Congressmen Brian Baird, Jay Inslee and Adam Smith.

MEBA GOES TO THE VOTING BOOTH!

The National spotlight on the fight for the Presidency in this election year, at times, has overshadowed the 469 House and Senate skirmishes being waged on a state-by-state battleground. Who remains standing in the aftermath of this battle royale is of utter importance to the men and women of the MEBA and for the continuity of the maritime industry and the Merchant Marine.

Getting out to the voting booth in this election period is especially vital with the vulnerability of Republican control in the House and Senate. Should the Democrats manage to wrestle Republican rule away, the political landscape would be dramatically altered with previously Ranking Minority Members assuming the reins of their respective committees and subcommittees. In this election, pundits view it as debatable whether the Senate will swing over to the Democrats. The Dems clasp on to greater hopes for their chances in the House. At stake is the privilege to set the agenda for the 107th Congress, to pick Committee Chairmen and to either facilitate the process for legislation to sail onto the President's desk, or to hamper what is perceived as bad policy.

The fate of maritime issues, however, will not hinge on one party's dominance. The committees of most interest to the MEBA

tend to operate in a bipartisan manner. But we, as a maritime union, must make the most responsible choices we can to help elect those candidates who can best defend the working men and women across this country; who are most vigilant in repairing the damage to U.S. shipping that apathetic lawmakers have subjected to years of neglect; who are most capable of working to uphold and strengthen cargo preference laws; who will fight for continued MSP funding and stand up for the merchant marine; and who will be legislators who safeguard the Jones Act and other fundamental maritime statutes — not mark them for questionable modifications.

The candidates that MEBA support will harness the proficiency of our mariners and seek to restore our industry to prominence. This restoration will not occur in great bounds, but with credible representation in those positions of power, targeted steps can be taken toward that goal.

Following, you'll find an unpolished primer of some of those candidates who we believe will pursue a level-headed course toward prosperity in the maritime industry. On November 7, we as a Union can help ward off dubious policy by lawmakers who legislate contrary to MEBA interests. Go to the polls and cast your vote for the future!

SENATE

DANIEL AKAKA (D-HI)



Senator Akaka has been a friend of the MEBA since the old days when he was a Congressman sitting on the now defunct House Merchant Marine & Fisheries Committee. A Senator since 1990, the popular Akaka should face no real challenge in his bid to maintain office.

KENT CONRAD (D-N.D.)



Even though Senator Conrad hails from an agricultural state, he has always been supportive of the maritime industry. He is running against former Naval officer and "Reagan Republican" Duane Sand. Conrad is expected hold onto his spot in the Senate where he has spent 14 years.

DIANNE FEINSTEIN - (D-CA)



Sen. Feinstein's distinguished background includes a stint as Mayor of San Francisco. She goes up against current Congressman Tom Campbell who is eying her job. The MEBA has been a long-time supporter of Feinstein and we'll continue to support her.

SLADE GORTON (R-WA)



Sen. Gorton is a very bright former Washington State Attorney-General. The MEBA first endorsed him in 1994. The Senator was the main sponsor of a recent bill to protect mariners from dual taxation. Gorton sits on the Senate Commerce Committee. His re-election bid could come down to the wire.

KAY BAILEY HUTCHISON (R-TX)



The MEBA has supported Sen. Hutchison since Day 1. She has been very supportive of our issues. She has been extremely active on maritime issues including cruise ship legislation that was developed in tandem with the MEBA. Hutchison chairs the Commerce Committee's Subcommittee on Surface Transportation and Merchant Marine.

TED KENNEDY (D-MA)



The third most senior member of the Senate, Kennedy has represented Massachusetts since 1962. He is the Ranking Minority Member on the Labor and Human Resources Committee and is a strong supporter of organized

labor. The "Lion of the Left" is pitted against Republican Jack E. Robinson III who was two years old when Kennedy took office. Kennedy is expected to prevail.

TRENT LOTT (R-MS)



Sen. Lott succeeded Bob Dole as Majority Leader halfway through 1996. Lott has been a longtime champion of the maritime industry and a great friend to the MEBA. He spoke at our 125th Anniversary celebration and has received numerous accolades on behalf of his beneficial involvement in maritime issues. He is seeking his third term and will win his November election handily.

CHUCK ROBB (D-VA)



Robb faces what will likely be his most difficult election since arriving in office in 1988. George Allen, the popular former Virginia Governor and son of the ex-Washington Redskins football coach, has received more favorable numbers in early polls. Sen. Robb, who ward off Ollie North in the last Senate election, has an excellent record on maritime issues and attended MEBA's 125th Anniversary celebration.

PAUL SARBANES (D-MD)



Sen. Sarbanes began his Senate career in 1976. He has proven himself an effective legislator and has been very supportive of MEBA issues. He serves on the Budget, Joint Economic, and the Foreign Relations Committees. He is the Ranking Minority Member on the Banking Committee.

OLYMPIA SNOWE (R-ME)



Maine Senator Olympia Snowe is seeking her second term in office. Her solid record on maritime issues is aided by her Chairmanship of the Armed Services Committee's Seapower Subcommittee. She also sits on the Commerce, Budget and Foreign Relations Committees.

HOUSE

NEIL ABERCROMBIE (D-HI-1)



Rep. Abercrombie is the Ranking Minority Member on the Military Personnel Subcommittee of the House Armed Services Committee. He also serves on the Resources Committee and is the Democratic Whip-At-Large. He is a strong supporter of the Merchant Marine and often speaks at the Calhoun MEBA Engineering School.

BRIAN BAIRD (D-WA-3)



Congressman Baird sits on the Transportation and Infrastructure Committee as well as that Committee's Coast Guard & Maritime Transportation panel. He introduced legislation to end dual taxation of seafarers, a bill which has excellent prospects for passage. MEBA Seattle Hall personnel has conferred with Baird and briefed him on issues of importance to the MEBA.

EARL BLUMENAUER (D-OR-3)



The popular Blumenauer is seeking another term after walking away with 84% of the vote in his last election bid. Representing the Portland area, Blumenauer is a member of the Transportation and Infrastructure Committee, where he sits on the Water Resources and Environment Subcommittee. He faces no real legitimate challenge for his job.

ELIJAH CUMMINGS (D-MD-7)



A member of the Transportation & Infrastructure Committee, Rep. Cummings carried 87 percent of the vote to win his third term in Congress in November 1998. The Congressman served in the Maryland House of Delegates for 16 years. Representing the Baltimore area, Cummings probably won't encounter too many problems en route to his fourth term.

PETER DEFAZIO (D-OR-4)



A leader on marine safety and other vital issues for MEBA, our Union is solidly behind Congressman DeFazio. The Ranking Minority Member on the Transportation & Infrastructure's Coast Guard & Maritime Transportation panel, the Congressman could take the helm of that Subcommittee if the Democrats win a majority in November. He recently appeared on the national television program "60 Minutes" bashing Flag of Convenience cruise ships who are exempt from paying U.S. taxes and complying with U.S. labor statutes.

NORM DICKS (D-WA-6)



A Senior Member on the Appropriations Committee, Rep. Dicks is also the Ranking Minority Member on the Interior Committee. He was a friend of the MEBA even before he ran for Congress. His District includes Tacoma and most of the western part of Washington.

LANE EVANS (D-IL-17)



Congressman Evans is seeking his 10th term but faces a tough battle this year against Republican Mark Baker who Evans marginally defeated in both 1996 and 1998. The former Marine and Vietnam veteran has prevailed in several close races in the past. Representing Western Illinois, he is the Ranking Minority Member on the Veterans' Affairs Committee and also sits on the Armed Services Committee.

DICK GEPHARDT (D-MO-3)



Minority Leader Dick Gephardt would most likely be the next Speaker of the House should the Democrats win a majority. Seeking a 13th term, Gephardt represents the St. Louis area. He should encounter few obstacles in his way toward re-election.

GENE GREEN (D-TX-29)



Rep. Green was returned to office in the 1998 election with 93% of the vote. A fifth term for the Congressman is very likely. Green is Deputy Whip and was recently appointed to the Democratic Caucus Steering and Policy Committee. A native Houstonian, he has rubbed elbows with MEBA Houston Hall representatives.

STENY HOYER (D-MD-5)



High ranking in the Democratic leadership, either he or Nancy Pelosi will be the third leading Democrat behind Gephardt and David Bonior. Hoyer is the Ranking Democrat on the Appropriations Committee's Treasury panel. He also serves on the Labor, Health and Human Services Subcommittee.

STEVEN KUYKENDALL (R-CA-36)



Rep. Kuykendall has a battle on his hands with former Congresswoman Jane Harman who served in that spot from 1992 to 1998. The 36th district covers the Port of Los Angeles to San Pedro and Venice Beach. Kuykendall is Vice Chairman of the Armed Services Committee's Merchant Marine Panel and has authored legislation to extend to merchant mariners the same tax credits as other Americans working abroad. The seat is listed as one of the 12 key Congressional races that will help determine which party assumes control of the House.

TOM LANTOS (D-CA-12)



Running for his 11th term, Rep. Lantos is a strong supporter of MEBA issues. He is the Union's "watchdog of cargo preference programs" on the International Relations Committee. Part of the anti-Nazi underground in Hungary during WWII, Lantos represents the San Mateo/San Francisco area. Voters will probably allow him to continue that representation.

JOHN LARSON (D-CT-1)



Connecticut Congressman Larson serves on the Armed Services Committee. The 1st district covers 20 towns including the State capital Hartford. Larson has only been in Congress since 1999 but should be returned to office in November. Larson's district is a Democratic stronghold.

COVER STORY

JERRY LEWIS (R-CA-40)



Representing Southern California, Lewis, "an all around good guy," is seeking his 12th term. A top ranking Republican on the Appropriations Committee, he also chairs the Defense Subcommittee.

His seat is secure.

JIM MALONEY (D-CT-5)



Maloney is in a bare-knuckle fight with Republican Mark Nielsen for the Connecticut seat. He serves on the House Armed Services and Banking Committees. He is a supporter of the Maritime Security Program and other

MEBA issues.

JIM MCCRERY (R-LA-4)



Rep. McCrery is a key player on the House Ways and Means Committee. His district includes Shreveport and Beauregard. He has introduced several bills to tweak tax codes to revitalize the maritime industry and

to boost the Merchant Marine. McCrery is a good bet to win a seventh term.

JIM MCDERMOTT (D-WA-7)



Rep. McDermott is bidding for a seventh term in office. A co-sponsor of tax relief legislation to aid the maritime industry, McDermott serves on the Ways and Means and Budget Committees. He will

easily win re-election.

JOE MOAKLEY (D-MA-9)



Rep. Moakley's district includes part of Boston and Brockton, Massachusetts. Should the Democrats gain a majority he would chair the powerful House Rules Committee. A WWII Navy veteran, Joe Moakley has

been outspoken on behalf of MEBA issues.

JIM OBERSTAR (D-MN-8)



The Minnesotan Congressman has been a favorite of the maritime industry evident by the numerous awards he's received on behalf of his contributions including the National Propeller Club's

2000 "Salute To Congress Award." A Democratic majority would install him as Chairman of the Transportation & Infrastructure Committee. A member of

the old Merchant Marine & Fisheries Committee, Oberstar is seeking his 14th term.

DAVID OBEY (D-WI-7)



Rep. Obey is the Ranking Minority Member both on the Appropriations Committee and its Labor Subcommittee. He represents all or part of 19 Wisconsin counties. Rep. Obey began serving in Congress in 1969

and voters will most likely allow him to continue in office.

NANCY PELOSI (D-CA-8)



Born in Baltimore, Rep. Pelosi's father was a former Mayor of that city. She currently represents the San Francisco area and serves on the Appropriations Committee. Pelosi is the

Ranking Democrat on the Foreign Operations Subcommittee and also sits on the Labor, Health and Human Services panel. Either she or Rep. Steny Hoyer will be the third ranking Democrat. Her prospects for re-election are outstanding.

CHIP PICKERING (R-MS-3)



A co-sponsor of a tax relief bill to rejuvenate the maritime industry, Rep. Pickering was Trent Lott's legislative assistant on the Commerce Committee before running for Congress. Vying for his

third term he won re-election in 1998 with 85% of the vote. He is an Assistant Majority Whip and a member of the House Republican Policy Committee and Executive Committee of the National Republican Congressional Committee.

DAVID PRICE (D-N.C.-4)



Rep. Price's district includes Durham and Orange Counties. He ran unopposed in his 1998 bid but is locked in a fairly tight race this year. He serves on the House Appropriations and Budget Committees.

Price is seeking his seventh term.

JACK QUINN (R-N.Y.-30)



Congressman Quinn represents Western New York including Buffalo. He's always been supportive of labor issues. His Committee assignments include the Transportation and Infrastructure and Veterans'

Affairs Committees. He is also part of the House Republican Working Group on Labor.

LUCILLE ROYBAL-ALLARD (D-CA-33)



The first-ever "Latina" to be appointed to the House Appropriations Committee. She also sits on the Subcommittee on Commerce, Justice, State, and the Judiciary. A

"delightful lady," Roybal-

Allard has met with MEBA officials several times

JIM SAXTON (R-N.J.-3)



Rep. Jim Saxton's district covers the Southern part of the State from the Delaware River in Burlington County to the Atlantic in Ocean County. A senior member on the House Armed Services Committee he is

also the Vice Chairman of the Joint Economic Committee. He has been a representative for 16 years. Saxton was a member of the old House Merchant Marine & Fisheries Committee. He is in a tight race for his ninth term.

JOSE SERRANO (D-N.Y.-16)



Representing the Bronx, Serrano is vying for a seventh term. The Congressman is the Ranking Democrat on the Appropriations Committee's Commerce, Justice, State, & Judiciary

Panel. Born in Puerto Rico, the Congressman is a big supporter of the Maritime Security Program and other MEBA issues.

ADAM SMITH (D-WA-9)



Not to be confused with the "Wealth of Nations" Economist, Smith has been a friend of the MEBA since taking office in 1997. A member of the House Resources and Armed Services Committees he also sits on the

Procurement and Readiness Subcommittees. His district includes Des Moines and Northeast Tacoma.

DAVID VITTER (R-LA-1)



Rep. Vitter won a Special Election in 1999 to replace Bob Livingston. A member of the House Transportation and Infrastructure Committee and the House Judiciary Committee, Vitter has become a quick study

on maritime issues. He should be re-elected fairly easily.

JERRY WELLER (R-IL-11)



Active on pension reform issues, Rep. Weller represents Southeast Chicago, Joliet, as well as Grundy and LaSalle counties. He serves on the Ways & Means Committee and is also an Assistant Majority Whip and the Vice Chairman of the House Policy Committee. Weller is favored to win a fourth term in office.

ROGER WICKER (R-MS-1)



An Air Force veteran, Rep. Wicker serves on the powerful Appropriations Committee and is a member of its Labor, Energy & Water Development and Foreign Operations Subcommittees. He was counsel to then-Congressman Trent Lott on the House Rules Committee in 1980. He should succeed in his bid for a fourth term.

BILL YOUNG (R-FL-10)



Rep. Young wields great power as the Chairman of the Appropriations Committee. Currently serving in his 15th term he is likely to continue his Congressional career after the November elections.

DON YOUNG (R-AK-At Large)



Congressman Young is active on maritime issues and will assume the chair of the Transportation & Infrastructure Committee if the Republicans retain a majority. He presently is the Chairman of the Resources Committee. He has been Alaska's sole representative in the House for 28 years and will likely extend that streak to 30. He has been active on maritime issues and has received various accolades for his contributions to the industry.

This sampling includes only a segment of those "Friends of the MEBA." Other friends facing elections who strive for change on behalf of the MEBA include Jay Inslee (D-WA-1), Frank LoBiondo (R-N.J.-2), Lloyd Doggett (D-TX-10), Sen. Robert Byrd (D-W.V.), Sen. Jeff Bingaman and many others. Get out the vote!!!

CANDIDATES

NANCY KEENAN (D-MT-At Large)



Keenan is seeking to fill the House seat in Montana left open by the retirement for medical reasons of Republican Rick Hill. Both of her parents were union members. The popular Keenan has been the State's superintendent of public schools for the last 12 years and served in the Montana legislature before that. MEBA met with the candidate and was encouraged by her views on maritime despite her intended representation of an agricultural state. This race has been cited as one of the 12 most vulnerable seats for the Republicans but is still too close to call.

RICK LARSEN (D-WA-2)



Larsen is seeking the Congressional seat left open by the retiring Republican Jack Metcalf. Larsen is still considered the frontrunner in the race after jumping out to an early lead in the polls. He is pitted against staunch conservative John Koster in one of the more critical races in the country for Democrats to win in their bid to regain control of the House. The 34-year old Snohomish County Councilman met with MEBA representatives at Headquarters who found him well versed on maritime issues.

BEN NELSON (D-NE-Senate)



Democratic Senate candidate for the State of Nebraska, former Governor Ben Nelson, is the frontrunner for the seat being vacated by the retiring Bob Kerrey. Nelson was an extremely popular Governor and won the Democratic nod for his Senate candidacy with 92% of the primary vote. He was briefed on maritime issues in a visit to MEBA HQ in July. Nelson is vying against Republican challenger Don Stenberg, the current Attorney-General. Nelson told MEBA members that he doesn't foresee any conflict between farm and maritime interests in his state. "There's no reason they can't cooperate." MEBA President Larry O'Toole noted that he was "impressed [with Nelson's] experience and interest in maritime issues that the Governor would bring to the Senate."

BILL NELSON (D-FL-Senate)



A former Congressman, Nelson is pursuing the Senate seat left up for grabs by the retirement of the extremely popular Connie Mack. Current Republican Congressman Bill McCollum will challenge him for the post. Nelson, the State's former Insurance Commissioner, has been leading in polls. While serving in Congress, Nelson demonstrated a positive record on maritime issues.

ADAM SCHIFF (D-CA-27)



Harvard educated lawyer Adam Schiff is seeking to topple incumbent James Rogan, who was a Clinton impeachment prosecutor, in one of the most closely watched Congressional races in the country. Schiff's motto, "independent and effective," reflects his "New Democrat" thinking. Running in what has become the most expensive House race in history, no clear frontrunner has yet emerged. The well-polished Schiff, however, has it in his favor that the 27th District is made up of more Democrats than Republicans. The candidate impressed the MEBA with his commitment to our issues.

JODY WAGNER (D-VA-2)



Wagner is vying for the Congressional seat left vacant by the departure of Owen Pickett. District 2 covers the Hampton Roads area including Norfolk. MEBA's Norfolk Hall Representative Tom Lilley met with Wagner and was impressed by her commitment to the maritime industry. The winner of this extremely tight race is, for all practical purposes, guaranteed Pickett's spot on the Armed Services Committee.

For voter registration and absentee ballot information for citizens in the U.S. and abroad visit www.election.com or call (516) 248-4200.

Calhoon MEBA Engineering School

2001 Course Schedule

ADVANCED FIRE FIGHTING /

HAZARDOUS MATERIALS TECHNICIAN

(2 Week Course) 18 students maximum

March 5 – March 16

March 19 – March 30

April 16 – April 27

May 7 – May 18

June 4 – June 15

August 6 – August 17

October 8 – October 19

November 5 – November 16

November 26 – December 7

ANALOG ELECTRONICS

(4 Week Course) 16 students maximum

January 22 – February 16

August 6 – August 31

APPLIED DIESELS

(4 Week Course) 12 students maximum

February 26 – March 23

BASIC COMPUTERS

(2 Week Course) 12 students maximum

January 8 – January 19

February 5 – February 16

March 26 – April 6

April 16 – April 27

June 4 – June 15

September 10 – September 21

October 8 – October 19

November 5 – November 16

December 10 – December 21

CONTAINER CRANE MAINTENANCE

(3 Week Course) 12 students maximum

May 7 – May 25

September 10 – September 28

CONTAINER REFRIGERATION

(2 Week Course) 12 students maximum

June 4 – June 15

July 30 – August 10

August 20 – August 31

September 10 – September 21

November 26 – December 7

DATA COMMUNICATIONS & NETWORKING

(2 Week Course) 12 students maximum

May 14 – May 25

August 20 – August 31

DIESEL ENGINEERING

(6 Week Course) 16 students maximum

January 8 – February 16

October 8 – November 16

DIGITAL ELECTRONICS

(4 Week Course) 16 students maximum

March 12 – April 6

November 26 – December 21

ELECTRICAL TROUBLESHOOTING

(2 Week Course) 16 students maximum

January 15 – January 26

June 4 – June 15

July 30 – August 10

August 20 – August 31

November 5 – November 16

ELECTRICITY

(4 Week Course) 16 students maximum

March 12 – April 6

September 10 – October 5

November 26 – December 21

GAS TURBINE ENGINEERING

(4 week Course) 16 students maximum

April 30 – May 25

August 6 – August 31

GMDSS OPERATOR

(2 Week Course) 12 students maximum

January 8 – January 19

June 4 – June 15

September 10 – September 21

GOVERNMENT VESSEL OPERATIONS

(2 Week Course) 12 students maximum

February 5 – February 16

March 26 – April 6

April 16 – April 27

May 14 – May 25

September 24 – October 5

October 22 – November 2

INSTRUMENTATION

(4 Week Course) 16 students maximum

January 8 – February 2

February 26 – March 23

September 10 – October 5

October 22 – November 16

LNG TANKSHIP LIQUEFIED GAS (PIC)

(2 Week Course) 16 students maximum

October 8 – October 19

MACHINE SHOP

(4 Week Course) 12 students maximum

April 16 – May 11

June 4 – June 29

September 10 – October 5

PROGRAMMABLE LOGIC CONTROLLERS

(2 Week Course) 16 students maximum

February 5 – February 16

October 8 – October 19

November 26 – December 7

REFRIGERATION

(4 Week Course) 12 students maximum

March 5 – March 30

April 23 – May 18

SHIPBOARD ELECTRICAL SYSTEMS

(2 Week Course) 12 students maximum

April 16 – April 27

October 8 – October 19

SHIP'S MANAGEMENT

(2 Week Course) 16 students maximum

February 26 – March 9

June 18 – June 29

October 22 – November 2

December 10 – December 21

SHIP'S MEDICINE

(3 Week Course) 12 students maximum

January 29 – February 16

June 4 – June 22

August 13 – August 31

November 26 – December 14

STEAM ENGINEERING

(6 Week Course) 16 students maximum

April 16 – May 25

TANKSHIP SAFETY DL (PIC)

(2 Week Course) 16 students maximum

February 26 – March 9

June 18 – June 29

October 22 – November 2

December 10 – December 21

UPGRADING MATES & ENGINEERS

(4 Week Course excluding testing)

20 students total combined

August 6 – August 31

WELDING

(4 Week Course) 12 students maximum

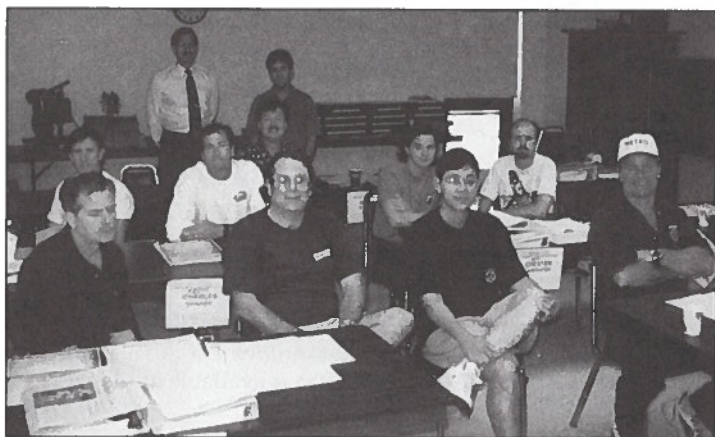
January 15 – February 9

February 26 – March 23

October 22 – November 16

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

Recent Training School Certifications



Recent graduates from the School's three-week Container Crane Maintenance course. In the first row are (from left to right) Dick Mathews, J.B. Christensen, Jimmi Nguyen, & Bob Bryant. The second row consists of (l-r) Ray Lessard, Keith Skinner, Dan Barrett (with mustache), Scott Carpenter, & John Cleveland. In back are Instructor Jim Nightingale standing next to Bill Martin.



The Programmable Logic Controllers course wrapped up a day before the School took its July recess. In the front row from left to right are Mark Vietz, Clyde Dodson Jr., Michael Nizetich, Denis Mengele, David Stewart and Calistro Mendiola. Students in the second row are Robert Blakey, Donald Stewart, Mark Moser, and Paul Michna. Instructors standing in the back of the room are Rick Fullwood, Dick Crompton and Lee Brown.



The ten students of the School's Basic Computers course gathered for this group shot following an intensive two weeks. Ten such courses were scheduled this year. Standing from left to right are Instructor Thurland Wilkinson, Daniel MacLean III, George Gehring Jr., James Byrne, Albert Camelio Jr., George Tebbe, Paul Wartes and Mike Jewell. Sitting (l-r) are Dave Holmes, Bradley Ducharme and Larry Brown.



Instructors drilled students in the Machine Shop course for a demanding four weeks. In the front row (l-r) are Stephen Granahan, David Harms, Michael Derke and James Duffy Jr. In the second row (l-r) are William Miller, Marshall Twitty III and Ion Trif. Instructors Val Sanders and Frank Walsh stand along the back wall.



The latest Tankship Safety course ran for the two weeks leading up to the School's Summer break. In the front row (l-r) are John Sihvonen, Donald McMickle, Patrick Chaney and Marty Broussard. Second row students are Leon Nason, Charlie Thole, William Haarmann and Larry Lee. Sitting in the third row are Patrick Davis, John Gaskins and Timothy Tommaney. Standing from left to right are Kenneth Moliver, Instructor Dennis Compton, Instructor Capt. Lee Kincaid, Daniel Armour and Michael Dore.

MEBA Pension

REEMPLOYMENT OF PENSIONERS

The MEBA Pension Trust Regulations generally prohibit a pensioner from returning to Maritime Employment without incurring certain penalties. "Maritime Employment" generally means work for which contributions are owed to the Pension Trust and any work aboard a vessel. For port engineers, Maritime Employment also includes certain construction and repair work in the maritime industry. A complete definition of the term is contained in the Pension Trust Summary Plan Description.

However, during conditions of officer shortages, the Plan Regulations provide for the reemployment of pensioners without being subject to penalties in either of the two following situations:

Return to Sailing

- (A) a vessel cannot sail due to a shortage of personnel and a pensioner is the only licensed officer available;
- (B) both the Union and his prospective Employer on the voyage determine in writing that these conditions exist;
- (C) the pensioner notifies the Plan Office in writing; and

- (D) the pensioner receives the permission of the Trustees to return to employment.

A pensioner who satisfies these conditions is permitted to return to employment for a period not to exceed 90 days, unless an extension beyond the 90-day period is granted by the Trustees.

Night Relief

- (A) a night relief position cannot be filled due to a shortage of personnel and a pensioner is the only licensed officer available;
- (B) both the Union and his prospective Employer for the position determine in writing that these conditions exist;
- (C) the pensioner notifies the Plan Office in writing; and
- (D) the pensioner receives the permission of the Trustees to return to employment.

A pensioner who satisfies these conditions is only permitted to return to employment for the period specified by the Trustees.

In order to properly administer these provisions of the Plan Regulations, the Plan Office must be notified and Trustee approval must be secured. The following steps are followed:

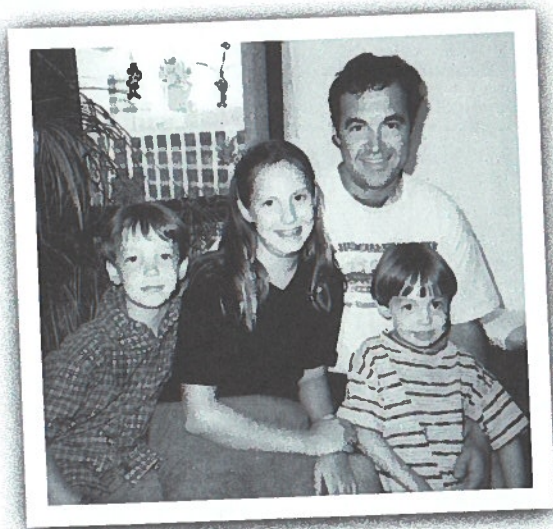
1. A determination must be made that a vessel cannot sail or a night relief position cannot be filled due to a shortage of personnel and that a pensioner is the only licensed officer available. This determination is made by the Union and the prospective Employer.

2. The Union and the Employer must complete and sign the Application for Re-Employment of Pensioner. This form is available at the Union offices.

3. The Pensioner must complete and sign the Pensioner's Application for Re-Employment. This form is also available at the Union offices.

4. Both of these forms must be submitted to the Plan Office for review and approval before the Pensioner returns to employment. All applications should be faxed to the Plan Office in Baltimore at 410-385-1813. The Plan Office will review the applications and secure the necessary approvals, usually within 24 hours of receipt.

It is important to note that if these procedures are not followed and a pensioner



Christopher Guerra with his family popped into the diagnostic center for this photo shoot. Brother Guerra is the Chief Engineer aboard the *STONEWALL JACKSON*, a LASH vessel operated by the MEBA-contracted *Waterman Steamship*. With him are his kids (from left to right) Frederick, Elizabeth and Christian.



Capt. Daniel Noonan has safely navigated his final vessel into port. The recent retiree last captained the Ready Reserve Force vessel *CAPE AVI-NOFF* in 1997 before retiring his sextant and handing over the responsibility for the navigation watch for the last time. Here he is with his family — wife Olga, son Danny and two daughters, Elizabeth and Katie.

and Benefit Plans

works in Maritime Employment without permission, penalties will be imposed, including the permanent loss of coverage under the MEBA Medical and Benefits Plan. It is also important to remember that in the case of a Return to Sailing, the initial approval is valid for a period not to exceed 90 days. Any extensions of the initial period must be approved before the initial 90 day period is over.

Finally, note that disability pensioners are not eligible to return to work without penalty as described in this article. Return to work by a disability pensioner will result in the immediate cessation of his Disability Pension.

Please contact the Plan Office in Baltimore if there are any questions regarding these procedures. Please remember that this article is only a brief summary of the return to work rules and that you should consult your Summary Plan Description for more details.

NEW MODIFICATIONS BOOST BENEFITS

The Board of Trustees of the MEBA Medical and Benefits Plan announces several changes to the benefits provided to active employees under the Plan as described below. These changes respond to suggestions made by Plan members and their spouses to enhance the benefits provided by the Plan.

The following benefit changes for active employees and their eligible dependents will become effective January 1, 2001:

Nurse Practitioners, Acupuncturists, and Physicians' Assistants

The Plan will cover services rendered by Nurse Practitioners, Acupuncturists and Physicians' Assistants up to a combined maximum of 10 visits per calendar year. Currently these providers are not covered under the Plan.

Chiropractic and Physical Therapy Visits

The Plan will cover chiropractic and physical therapy visits up to a combined maximum of 20 visits per calendar year. (This limit does not apply to stroke victims.) Currently there is no maximum for these benefits under the Plan.

Gynecological Benefits

In addition to continued coverage for these procedures at the MEBA Diagnostic Centers, routine gynecological examinations, including pap smears and all related tests, will be covered up to \$100 per calendar year outside of the MEBA Diagnostic Centers. Currently, these services are not covered under the Plan outside of the MEBA Diagnostic Centers.

Mammograms

In addition to continued coverage for this procedure at the MEBA Diagnostic Centers, routine mammograms will be covered up to \$100 per year for women over age 40 outside of the MEBA Diagnostic Centers. Currently, routine mammograms are not covered under the Plan outside of the MEBA Diagnostic Centers. Mammograms taken because of the appearance of symptoms of breast disease will continue to be covered under the medical benefit provisions of the Plan at 80% of reasonable and customary charges, at any age.

Orthotics

The Plan will cover orthotics (not used as braces) up to a lifetime family maximum of \$500. Currently, the Plan covers only orthotics which are used as braces.

Immunizations

The Plan will cover immunizations up to \$250 per year (based on the child's birth date) during each of the child's first two (2) years. There is no "carry over" from the first year to the second. Currently, the Plan does not cover immunizations.



Scott Zinsius, a crane engineer in Florida with the MEBA-contracted GFC rustles his family together to be immortalized in the pages of the Marine Officer. With him are wife Lynn, son Nicholas, and daughter Jane.

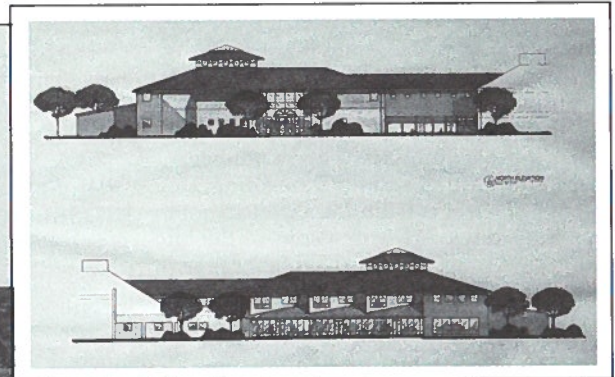


Douglas Sier and his family are delighted to be included in the magazine. The Chief Engineer is "on the beach" for this photo before he gets back to calculating fuel and water consumption aboard the CSX NAVIGATOR. Fair Winds and following seas!

Diagnostic Centers Streamlining Operations



This eyesore will transform into a fully-functional multi-purpose facility by June.



An artist's rendition of what the facility will look like upon completion.

Since the four MEBA Diagnostic Centers were established approximately 35 years ago, the number of participants eligible for examinations has decreased considerably. As a result, utilization of the Diagnostic Centers has decreased. The Board of Trustees of the MEBA Medical and Benefits Plan determined that it would be advantageous to close the Diagnostic Center in Jersey City and move the Baltimore Diagnostic Center to a new improved facility on the grounds of the Calhoon MEBA Engineering School. This decision was made after reviewing utilization at the Atlantic Coast Diagnostic Centers, renovations that would have been needed at the Centers, projected costs of continuing to operate the two Centers, and the enhanced level of service that will be provided at the new Center.

The Plan's Board of Trustees anticipates the following timetable:

- The MEBA Diagnostic Center in Jersey City, New Jersey, will be closed as of September 30, 2000. Examinations already scheduled for October 1 and later will be transferred to the

MEBA Diagnostic Center in Baltimore, Maryland.

- In the spring of 2001, the MEBA Diagnostic Center in Baltimore, Maryland will be moved to the new facility in Easton, Maryland. (The Baltimore Diagnostic Center was originally located in the same building as the Calhoon MEBA Engineering School when the School was in Baltimore.) The new facility will better serve the needs of members and their families. You will be given more details about the timing of this project as its completion gets nearer.

MEBA DIAGNOSTIC CENTER CONTACT INFO

BALTIMORE, MD
1005 Eastern Avenue
Baltimore, MD 21202
(410) 547-9111 (x201/202)

NEW ORLEANS
615 Baronne Street, #200
New Orleans, LA 70113
(504) 522-5151

SAN FRANCISCO
340 Fremont Street
San Francisco, CA 94105
(415) 974-6810

Luebbe Center on Target For Spring Unveiling

All signs indicate that the new Roy A. Luebbe Center at the Calhoon MEBA Engineering School will thrust its doors open for general use in June of 2001. The multi-purpose center will house a new diagnostic facility, a dining hall, and 12 guest rooms. A conference center within the walls of the new building further augments this modern and functional building that supplants an obsolete dining hall.

Since its groundbreaking in April, the accompanying land next to the established student dormitories has seemed little more than a hole in the ground. But suddenly, as the

structural work begins, the edifice that the architect envisioned is slowly manifesting itself. In the month of September with the foundation finished, the mason work had begun and steel was being erected. By mid-October, the stairwells are to be slotted into the structure followed by subsequent brickwork and the addition of the roof. All union labor is guiding this project to a timely conclusion. The Luebbe Center will further enrich the rapidly growing heritage of the country's premier continuing education facility for maritime.

MEMBERSHIP REFERENDUM BALLOT

An amended membership referendum ballot has been mailed to each member concerning a number of By-Law Amendments including one that is critical for the MEBA. The envelope containing the new ballot indicates that this version revises the original ballot. The original ballot is void and should not be returned. If you have already mailed your original ballot, this will not void your amended ballot. Only the amended ballot will be counted.

This membership referendum contains a Dues Equity Proposal that raises needed revenue while sowing the seeds of fairness within the overall dues structure. This is the first dues increase in over 30 years for the Deep Sea unit and the first ever for some bargaining units. These monies will help secure the future for the MEBA. This referendum also contains other Membership and DEC sponsored By-Law amendments. These proposed changes concern the make-up of the Financial Review Committee, qualifications for nomination to elected office, meeting attendance fines and delivery of nominations for elected office. A new, electronic ballot counting procedure will be utilized for the first time. A CD-ROM will contain a scanned photo of each ballot for review and auditing. Please read and follow all instructions carefully. If you do not receive an amended ballot or yours arrives damaged, please contact your local Union hall or Headquarters to receive a duplicate.

Please Vote Yes, for the future of the MEBA

SHIPPING REPORTS

June 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	31	2	6	2	14
	GROUP 2	1	1	1	0	3
	GROUP 3	3	0	0	0	
BOSTON	GROUP 1	57	7	19	1	20
	GROUP 2	25	2	3	1	4
	GROUP 3	36	2	6	1	
CHARLESTON	GROUP 1	11	0	2	1	1
	GROUP 2	3	1	2	0	0
	GROUP 3	0	0	0	0	
HONOLULU	GROUP 1	9	0	6	0	1
	GROUP 2	2	0	1	0	1
	GROUP 3	3	0	1	0	
HOUSTON	GROUP 1	21	2	6	1	11
	GROUP 2	12	0	0	0	0
	GROUP 3	2	0	2	0	
JACKSONVILLE	GROUP 1	18	0	6	0	8
	GROUP 2	2	0	1	0	0
	GROUP 3	4	1	0	0	
LOS ANGELES	GROUP 1	55	2	17	1	4
	GROUP 2	10	0	3	0	0
	GROUP 3	16	0	9	0	
NEW ORLEANS	GROUP 1	24	4	8	0	7
	GROUP 2	4	1	3	0	1
	GROUP 3	3	0	1	0	0
NEW YORK	GROUP 1	44	2	8	3	10
	GROUP 2	5	0	2	0	1
	GROUP 3	15	0	2	0	
NORFOLK	GROUP 1	10	1	1	0	6
	GROUP 2	5	0	0	0	0
	GROUP 3	0	0	2	0	
PORTLAND	GROUP 1	12	1	0	0	4
	GROUP 2	2	0	0	0	0
	GROUP 3	3	0	0	0	
SAN FRANCISCO	GROUP 1	63	2	17	0	24
	GROUP 2	13	0	9	0	1
	GROUP 3	23	0	7	1	
SEATTLE	GROUP 1	64	4	15	0	22
	GROUP 2	2	2	12	0	1
	GROUP 3	18	0	7	0	
TAMPA	GROUP 1	12	0	7	1	5
	GROUP 2	0	1	1	2	0
	GROUP 3	2	0	2	0	

Note: Job figures are for the * 2 berths ** 4 berths *** 1 ferry **** 0 BCD

July 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	27	2	7	2	8
	GROUP 2	2	1	0	0	3
	GROUP 3	2	0	1	0	
BOSTON	GROUP 1	64	8	18	0	16
	GROUP 2	29	3	6	1	2
	GROUP 3	36	1	3	0	
CHARLESTON	GROUP 1	11	0	5	0	0
	GROUP 2	1	1	0	0	
	GROUP 3	2	0	1	0	
HONOLULU	GROUP 1	9	0	1	0	1
	GROUP 2	2	0	2	0	0
	GROUP 3	3	0	0	0	
HOUSTON	GROUP 1	21	3	6	2	11
	GROUP 2	11	0	2	0	3
	GROUP 3	2	0	4	1	
JACKSONVILLE	GROUP 1	17	0	11	0	2
	GROUP 2	2	0	1	0	0
	GROUP 3	3	1	0	0	
LOS ANGELES	GROUP 1	56	2	18	0	8
	GROUP 2	8	0	3	0	1
	GROUP 3	10	0	2	0	
NEW ORLEANS	GROUP 1	26	4	4	0	6
	GROUP 2	4	1	1	0	1
	GROUP 3	5	0	2	0	
NEW YORK	GROUP 1	47	3	6	1	5
	GROUP 2	5	0	0	1	4
	GROUP 3	18	0	2	0	
NORFOLK	GROUP 1	14	0	1	0	4
	GROUP 2	8	0	0	0	0
	GROUP 3	0	0	0	0	
PORTLAND	GROUP 1	9	2	0	0	5
	GROUP 2	2	2	0	0	0
	GROUP 3	1	0	1	0	0
SAN FRANCISCO	GROUP 1	70	3	12	0	16
	GROUP 2	22	0	4	1	0
	GROUP 3	16	0	6	0	
SEATTLE	GROUP 1	64	4	17	0	10
	GROUP 2	12	0	8	0	1
	GROUP 3	14	0	18	0	
TAMPA	GROUP 1	12	0	3	1	7
	GROUP 2	0	1	0	1	1
	GROUP 3	2	0	4	0	

Note: Job figures are for the * 4 berths ** 2 berths *** 6 berths **** 0 BCD

Improved Dental Program for MEBA Members

The Board of Trustees of the MEBA Medical and Benefits Plan has adopted a comprehensive new dental program which (1) expands the number of dental procedures covered by the Plan, (2) increases the amounts paid by the Plan for many procedures, and (3) provides a PPO network which will enable members and their families to reduce the amount they pay for dental services.

The new dental program is effective October 1, 2000 through Delta Dental.

Who Is Delta Dental?

Delta Dental is the nation's largest provider of group dental benefits with more than 105,000 participating dentists across the country. Last year, claims were paid by Delta Dental for more than 28 million patients.

What Are the Advantages of Using Delta Dental?

Just like with the Medical PPO, Delta Dental's group purchasing power reduces the prices you have to pay for dental services. The dentists participating in Delta Dental have agreed to accept Delta's Reasonable and Customary (R&C) allowances for the work they perform. You only have to pay a 20% co-pay and a small annual deductible. This limits your out-of-pocket costs. Dealing with Delta Dental also eliminates most of the paperwork involved in filing claims. The participating dentists bill Delta Dental and are paid by Delta directly.

In short, Delta Dental participating dentists agree to:

- Charge no more than Delta's R&C allowance;
- Provide treatment in accordance with the best dental practice in the community at the time, with special regard to the quality of service and appropriateness of the treatment;
- Submit claims on your behalf to Delta.

As an example of how coverage under Delta will enhance your dental plan, listed below is a partial comparison between coverage under the "old" MEBA dental schedule and coverage for comparable services under Delta. Coverage is shown for several major metropolitan areas, because the R&C allowance differs from city to city.

In each of these case above, Delta's 80% of R&C payment is a significant increase over the payments under the "old" MEBA schedule of dental benefits.

In addition, by going to a participating Delta dentist, you avoid any obligation to pay charges above Delta's R&C allowance.

How Do I Join Delta Dental?

You don't need to do anything to join Delta Dental, as long as you are eligible for dental coverage under the Plan. In the near future, you will receive a Delta Dental identification card, which you should carry with you and present to your dentist at the time of treatment.

Am I Obligated to Use a Participating Dentist?

No. You may use any dentist you like for your dental care. However, you are likely to save money by using a Delta Dental participating dentist.

Even if you don't use a participating dentist, your dental claims will still be paid by Delta Dental, based on the same R&C allowances. If you do not use a participating dentist, payment will be sent by Delta directly to you.

You will be sent an amount equal to the R&C allowance for the procedure(s), minus the applicable co-payment and deductible. You are responsible for payment to the dentist (which may also include charges in excess of the Delta Dental R&C allowance).

How Do I Find Participating Dentists?

You can call Delta Dental at (800) 932-0783 to select a dentist in a particular area. You can also visit Delta Dental's website and access the National Dentist Directory at www.deltadental.com. If your dentist does not currently participate in Delta Dental but would like to learn more about it, you may ask him or her to call Delta toll-free, with no obligation.

How Do I Contact Delta Dental?

Any questions about claims, eligibility and provider participation can be directed to Delta's Benefit Service Department between the hours of 8:00 a.m. and 8:00 p.m. (eastern time) Monday through Friday. The toll-free telephone number is (800) 932-0783.

Of course, you can always call the Plan Office in Baltimore if you have a dental question that Delta Dental cannot answer to your satisfaction.

What is the Coverage?

Delta Dental covers the following services:

- Diagnostic
- Endodontic
- Preventive
- Periodontic
- Basic Restorative
- Prosthodontic
- Major Restorative
- Sealants
- Oral Surgery

Deductibles:

\$100 per year per person. Maximum of \$300 per year per family.

Maximum Benefit:

\$2,000 per year per person.

The first "year" begins on October 1, 2000 and ends on December 31, 2001.

Subsequent years will begin on January 1 and end on December 31.

Orthodontic coverage will not be provided through Delta Dental, but will continue to be provided by the MEBA Medical and Benefits Plan. You should file your orthodontic claims with the Plan Office in Baltimore as before.

Can I Determine in Advance How Much Will be Covered?

Yes. Delta Dental calls this "Predetermination." Predetermination lets you know in advance what is covered and how much will be paid. While Delta generally recommends predetermination if dental treatment is expected to exceed \$300, any claim may be predetermined if you would like an advance breakdown of the amount of coverage. To obtain a predetermination, have your dentist submit the proposed claim to Delta Dental. Delta will review the claim and advise both you and your dentist of the coverage.

How Do I File a Claim?

Claim forms are available at participating Delta Dental dentists' offices and at the Plan Office in Baltimore. Remember, one of the advantages of using Delta Dental lies in the reduction in paperwork necessary to file a claim.

Remember This Date!

The effective date for Delta Dental is October 1, 2000. Please do not call Delta Dental before that date, since they will not be prepared to receive your calls until October 1st.

As you can see, Delta Dental will significantly enhance the dental benefits provided by the MEBA Medical and Benefits Plan.

A MESSAGE FROM THE PRESIDENT

The Delta Dental Program Benefits Everybody

Headquarters and MEBA Plans have fielded some calls recently about the new Delta Dental program. A few members expressed concerns that the new program will cost them more than the old dental coverage provided by MEBA. In fact, for the vast majority of MEBA members, the new Delta Dental program means real savings. Though members will pay a deductible and co-pay, the new Delta Dental program results in savings as shown in the table. The new program is a win – win. It's a more comprehensive plan that saves money for members.

Some highlights of the Delta Dental program are:

- Limited out-of-pocket expenses
- Benefits at 80% of Delta's usual, customary and reasonable (UCR) allowance
- Coverage of comprehensive dental services
- Reduced paperwork for claims
- 105,000 participating dentists

In addition, members are not required to use Delta Dental participating dentists -- you can always use the dentist of your choice and Delta Dental will pay based on its UCR allowance. Even if you do not use a Delta Dental participating dentist you will still save money since the new Delta Dental UCR schedule usually pays more than the Plan's old dental schedule did.

You are likely to save even more money if you use a Delta Dental participating dentist. That's because participating dentists will not charge you more than the Delta Dental UCR allowance, so you end up paying only 20% of an already negotiated fee.

Finally, the Delta Dental program covers more procedures than the old dental schedule. For example, the old dental schedule didn't cover regular check-ups. The Delta Dental program covers check-ups to help members take care of their teeth before sometimes painful and expensive services become necessary. Preventative medicine is good medicine, and now MEBA members and their families have a dental plan that covers regular check ups.

---Larry O'Toole

MEBA 125TH ANNIVERSARY

125th Anniversary Medallion Unveiled

A limited-edition 125th Anniversary Medallion commemorating the 1875 founding of the National Marine Engineers' Beneficial Association was unveiled early this year.

The commemorative medallion is designed to honor the events of Feb. 23, 1875, when steamboat engineers from a handful of cities in the Midwest and Northeast met to form an organization to promote the interests of marine engineers. From this modest beginning, the MEBA has grown into a major force in the American Merchant Marine and become a truly national organization devoted to the best interests of marine officers.

Struck by the Wilderness Mint of Seattle, WA, the medallion has been produced in a limited edition. It is on sale at the bookstore of the Calhoun School either as a single medallion, or mounted in a special cover that includes text recounting the origins of the MEBA. Sales are limited to one per customer.

The commemorative medallion went on sale early this year, following its official unveiling Feb. 23, 2000. MEBA President Larry O'Toole presided over the unveiling at a celebration in Washington, DC, honoring the anniversary. At the ceremony, attended by hundreds of guests, O'Toole presented the first numbered medallion to Sen. Trent Lott (R-MS), a good friend of the MEBA and of the American Merchant Marine.

"It is appropriate that the MEBA present the first medallion to Sen. Lott, who could be considered the leading friend of the American Merchant Marine in Congress today," O'Toole said. "As the MEBA celebrates its 125th anniversary, we want Sen. Lott and the other friends of our union to see this medallion as a symbol of our enduring commitment to the American Merchant Marine."



Renovations Usher in Rebirth of Headquarters

After three decades of wear and tear at MEBA's Washington D.C. Headquarters, the contemporary era was welcomed in as much needed renovations have transformed HQ into a sleek, state-of-the-art office facility worthy of representing our Union. "The filing cabinets were falling apart, phone conversations would bleed into each other," said MEBA's Government Affairs Director Malissa Zimmerman, "it was an inappropriate place to conduct business." Such eyesores as the threadbare carpet and the decrepit state of the furniture were not the only inspirations for refurbishment. The need to maximize space, reduce overhead and provide a more ergonomically satisfying work environment also drove officials to overhaul a tarnished and tired office.

In its place was created a vibrant smoke-free setting accentuating efficiency despite a 20% reduction in space. A modern filing room and a functional library

which doubles as a meeting room replace two areas previously utilized as a mountainous storage depot. Workplace design is targeted toward minimization of operator fatigue and discomfort as evidenced by fully adjustable office chairs and computer keypads constructed to elude repetitive motion injuries. "Such a proactive approach toward the well-being of workers enhances productivity and rewards employees who turn in long hours," said Secretary-Treasurer Bob McFeeters.

This amplified productivity is further enabled by a sophisticated computer network set up to respond to the demands of business in the computer era. A specialist was brought on staff to bring the MEBA into the forefront of technology. The nerve center of this computer system is housed in a specially designed area kept chilled by using a previously inactive industrial air conditioning unit from the original office space. "Though the old office was 25% bigger than today,

there was no appropriate space to house the computer equipment needed for the smooth exchange of information within our union," said Jeff Merrifield who oversees information technology both at HQ and the ports.

The modern headquarters space, located across the street from the U.S. Capitol, is now being used to host candidates, congressmen and senators in educational meetings on the Merchant Marine. "I'm proud when providing visitors tours of our newly remodeled space, of the union craftsmen who built our working space, and I'm especially proud of the long-term savings to the union," said President O'Toole. Indeed, the contractor used was the original contractor employed in the 1970's for the previous office design. "Like the original office space, we planned this renovated space to provide decades of service for those who serve the membership at headquarters," said President O'Toole.



MEBA's Government Affairs Director Malissa Zimmerman fields Congressional calls in the large negotiation room.



MEBA Headquarters has been tailored into an efficient work area that encourages productivity while reducing workplace fatigue. Sitting down is Accounting Assistant Andrew Kerstein. Surrounding him from left to right are Senior Accountant Donald Craig Jr., Executive Secretary Ann Holmes, and Human Resource/I.T. Coordinator Scott Mayo.

Computer Specialist Jeff Merrifield. Likened to a walk-in freezer, the computer server area is referred to as "Ice Station MEBA." Two advanced-state Xeon processors with a gigabyte of ram direct a system complemented by an 80 gig storage unit and a 100 gig robotic autochanger that each back up programs and data nightly. A T1 internet link facilitates fluid web connection and digital data encoding ensures confidential transfer of information. A firewall installed in the server prevents dial-ins thus inhibiting potential hackers and subsequent service disruptions. Top quality anti-virus software updated daily also guarantees reliable operations.



Jeannine Croud in the new file room. Jeannine takes care of membership concerns.

CONSTANTINE ABRAMOVITCH, JR.



Constantine Abramovitch Jr. passed on at the age of 82 on May 27. Brother Abramovitch enjoyed a 17-year retirement following a lengthy MEBA career that began in 1946. His last employment under a MEBA contract was in 1982 when he sailed for Sea-Land Service. He had been residing in Clifton, NJ. A brother, Alexander, survives.

JULIUS C. ADAMO



Julius Adamo's final voyage came on April 3, 2000 at the age of 75. He had been a member of District 3 – the Radio Officers Union. Brother Adamo had been retired since 1987 after accumulating over twenty years of pension credit. He last sailed for Marine Carriers before retiring to Lake Worth, FL. He is survived by a daughter, Mary Bruscano and a son, John J. Adamo.

RALPH L. ALVORD

Ralph Alvord died at the age of 79 on May 3, 2000. A MEBA member since 1944, Brother Alvord collected 40.5 years of pension credit until his retirement in 1985. He last sailed for Pelican Marine. He had been residing in Tampa, Florida and is survived by his wife Phidelia Alvord.

FRANCIS J. BELTON

Francis Belton, a 12-year retiree from the MEBA, died on April 16, 2000 shortly after his 80th birthday. Brother Belton last sailed for American President Lines in 1986 and retired to Walnut Creek, CA two years later. The MEBA has no record of survivors.

MATTHEW J. BOCCUZZI

Matthew Boccuzzi passed away at the age of 78 on May 23, 2000. Brother Boccuzzi first joined the Union in 1944 and last worked under MEBA contract for the New York City Ferryboat system in 1985. He retired the next year to Brick, NJ. He leaves behind a wife, Elizabeth.

PATRICK BURKE



Patrick Burke sailed into the next life on May 12, 2000 at the age of 78. A pensioner since January 1985, Brother Burke had accrued 25 years of pension credit. He last sailed for Sea-Land Service in 1984 under MEBA contract. He had been living in Ballinrobe, Ireland at the time of his death and leaves behind a wife, Elizabeth Sammon.

HENRY P. BURNS

Henry Burns died on November 27, 1999 at the age of 93. He had been retired from the MEBA for 34 years having accumulated 20 years of pension credit. When his wife Helen died, Brother Burns lived his last years in Baltimore, MD as a widower.

WARREN A. BUTT



Brother Warren Butt departed on June 23 at the age of 80 following a career with the MEBA that began in 1943. The octogenarian had been retired since 1986 and had most recently lived in Hicksville, NY. He last sailed under MEBA contract for U.S. Lines in 1985. He is survived by his wife Marie.

RICHARD E. CAMMON

Richard Cammon made his final voyage on June 25, 2000 at the age of 84. He had accrued almost 28 years of pension credit between joining the MEBA in 1947 and his retirement in 1983. He last sailed with Boston Towboat Co. in 1982. Brother Cammon resided in Arlington, MA and leaves behind a daughter, Linda DeCarlo.

PEDRO CASTANO



Pedro Castano passed away at the age of 79 on June 30. An extremely active member, Brother Castano accumulated forty years of pension credit since joining the Union in 1943. He last served as a port engineer with U.S. Lines before retiring to Manhasset, NY. He is survived by his wife Elvira.

ROBERT F. CRAIG



Robert Craig was 80 years old at the time of his death on December 10, 1999. He joined the MEBA in 1942 and amassed 38 years of pension credit until his retirement in 1984, the year he last went out to sea with Sea-Land Service. Brother Craig had lived in Vancouver, WA. He leaves behind no record of survivors with the MEBA.

JAMES F. DUNLOP

James Dunlop sailed into the next life on June 14, 2000 at the age of 80. A 19-year member of MEBA, Brother Dunlop last sailed with Lykes Brothers in 1985 under MEBA contract. He resided in Mobile, AL and is survived by a wife, Eloise.

DAVID E. FRYETT



David Fryett enjoyed a lengthy retirement until his death on May 23, 2000 at the age of 77. Brother Fryett last sailed for American Mail Line in 1972, the year he retired to Portland, OR. The MEBA has no record of survivors.

JOSEPH B. FULGHAM

Joseph Fulgham passed on at the age of 73 after a career with the MEBA that spanned almost 40 years. Brother Fulgham last sailed under MEBA contract on Matson Navigation vessels in 1989. He retired to Savannah, GA and is survived his wife Miriam.

ROBERT D. GLEW



Robert Deane Glew died unexpectedly at 57 on the last day of May after a career with the MEBA that began in 1966 following his graduation from the Maine Maritime Academy. He served his country in Vietnam as well as in Operation Desert Storm in the Merchant Marines. He had also been a commissioned Navy officer. Brother Glew was still an active member and had accumulated almost twenty years of pension credit. When not sailing, he resided in Falmouth, Maine. He is survived by his friend and companion Karen B. Thuma, mother Helen Glew, son Casey, and brother Barry.

GEORGE C. GORDY

George Gordy steamed into the sunset on February 4, 2000 at the age of 78. He accumulated 21 years of pension credit up until his retirement in 1970. Brother Gordy retired to Snug Harbor in Sea Level, N.C. and leaves no record of survivors with the MEBA.

LEONARD J. GUSZAK

Leonard Guszak departed on July 12, 2000 at the age of 78. Brother Guszak last sailed under MEBA contract for Sea-Land Service in 1992, the year of his retirement. He had resided in Charleston, OR and is survived by wife Reiko, and children, John, Lilah and Clifford.

OSWALD F. HANSEN

Oswald Hansen passed on at the ripe old age of 93 on June 12, 2000. He had enjoyed 30 years of retirement from the MEBA. Brother Hansen had been living in Flagler Beach, FL and leaves behind wife Donnie.

OREN L. HARDY

Oren Hardy made his final voyage on March 26, 2000 after 89 years of life. He had been retired from the MEBA since 1969 after assembling over 22 years of pension credit. Brother Hardy made his home in Mobile, AL and lived as a widower his last few years following the death of his wife Gladys.

ALEXANDER T. JOHNSTON

A member of District 3 – the Radio Officers Union, Alexander Johnston passed away on February 18, 2000 at the age of 86. Brother Johnston last sailed for Crowley Caribbean in 1983 before retiring to Falmouth, MA. He joins wife Lydia beyond the grave.

JAMES W. KEMP

James Kemp died on March 28, 2000 at the age of 88. He had been retired from the MEBA since 1983 after gathering over 25 years of pension credit in 30 years with the Union. He last sailed under MEBA contract for American Foreign Shipping in 1982 and retired to Falmouth, Maine. He is survived by wife Helen.

CLIFFORD J. KEMPF

Clifford J. (Jack) Kempf passed away on July 5, 2000 in Sacramento at the age of 81. Brother Kempf joined the Union in 1945, retiring in 1980, at which time he began receiving his MEBA pension. He was preceded in death by his wife, Thelma Kempf and is survived by his sister, Lois Kempf Hamer of Tucson, Arizona. Jack was born in Benson, Arizona in 1918 and lived most of his adult life in San Francisco.

MARTIN P. KRUSE

Martin Kruse was 73 years old at the time of his death on April 29, 2000. He had accumulated 26 years of pension credit in a career with the MEBA that extended back to 1958. He last sailed under MEBA contract with Prudential Lines in 1986, a year before he retired. Brother Kruse had lived in Brooklyn, NY and is survived by wife Edna.

JOHN P. LOCKWICH

John Lockwich steamed into the sunset on March 31, 2000 at the age of 76. He first became part of the MEBA in 1946 and retired to Baltimore, MD in 1997. Brother Lockwich last sailed under MEBA contract with Central Gulf in 1995. He is survived by his wife Frances.

ROBERT A. LUTZ



Robert Lutz departed on January 2, 2000 at the age of 71. He had amassed 30 years of pension credits in his 31½ years in the Union that began in 1953. Brother Lutz last sailed under MEBA contract for Farrell Lines in 1984 before retiring to Franklinton, N.C. The MEBA has no record of survivors.

JAMES A. MCCUTCHEON

James McCutcheon was 86 years old at the time of his death on June 22, 2000. A member of District 3, the Radio Officers Union, Brother McCutcheon accumulated 25 years of pension credit until his retirement in 1970. He lived in Pembroke, MA and is survived by his sister Drucilla Warnes.

LEONARDO L. MEDINA



Leonardo Medina passed on just short of his 73rd birthday on April 6. Brother Medina had been retired since 1993 after a career with the MEBA dating back to 1974. He last sailed for the MEBA-contracted Farrell Lines in 1990. He had lived in New York City and leaves no record of survivors with the MEBA.

ARTHUR L. MILLER

Arthur Miller spent 26 years of retirement from the MEBA before making his final voyage on July 11, 2000 at the age of 86. Brother Miller retired to Cape Elizabeth, Maine and was associated with the Brotherhood of Marine Officers. He leaves no record of survivors with the MEBA.

RICHARD P. MILLER

Richard Miller sailed into the next life at the age of 80 on May 13, 2000. A member of the MEBA since 1945, Brother Miller's last shipping job for the Union was with American President Lines in 1983, the year he retired. He lived in Mountain Ranch, CA and is survived by a wife, Mary.

THOMAS P. MOREY

Thomas Morey died on February 17, 2000 at the age of 83 after a retirement that lasted over 30 years. Brother Morey accumulated 25 years of pension credit and had been living in Oxford, NY. He is survived by a grandson, Dan Iburg.

HELMER M. PAULSON

Helmer Paulson lived for 91 years until April 26, 2000. He had gathered 25 years of pension credit working for the MEBA and last worked various night relief jobs in the years before his retirement in 1970. Brother Paulson made his home in Federal Way, WA and is survived by his wife Hisako.

DAVID F. PERSINGER

David Persinger steamed into the sunset on April 9, 2000 at the age of 80. He was a member of the Radio Officers Union, District 3 and collected over 20 years of pension credit. Brother Persinger retired to Mardela Springs, MD in 1969 and leaves no record of survivors with the MEBA.

ERNEST P. PRETOR

Ernest Pretor departed on June 11, 2000 after 87 years of life. He had been retired from the MEBA since 1963 and had earned 20 years of pension credit. Brother Pretor made his home in San Mateo, CA and is survived by his sister Judith Caesar.

WILLIAM H. RILEY

William Riley lived for 85 years making his final voyage on March 14, 2000. He spent almost 40 years with MEBA and collected 33½ years of pension credit since he joined the Union in 1944. Brother Riley last sailed under MEBA contract with Chas. Kurz & Co. in 1982, a year before he retired. He lived in Galveston, TX and is survived by a brother, Malcolm.

ARNE K. ROKKONES

Arne Rokkones passed on at the age of 86 on April 26, 2000. He had enjoyed 25 years of retirement and gathered 25 years of pension credit from his time with the Union. Brother Rokkones lived in San Mateo, CA and leaves no record of survivors with the MEBA.

JOHN T. STEFFEN

John Steffen was 77 years old when he expired on January 18, 2000. He had accumulated 25 years of pension credit with the MEBA before retiring in 1972. Brother Steffen had lived in Miami Beach, FL and left no record of survivors with the MEBA.

CHARLES F. SUMNER

Charles Sumner was 78 years old at the time of his death on June 15, 2000. He had been a member of District 3 - Radio Officers Union and had last sailed for West Coast Shipping in 1989, a year before he retired. Brother Sumner lived in San Rafael, CA and is survived by his daughter Anna Marie.

DONALD P. THRUSH



Donald Thrush departed on July 16, 2000 after 73 years of life. Brother Thrush was an extremely active member having accumulated 30.5 years of pension credit in the almost 31 years he spent with the MEBA. He last sailed under MEBA contract with U.S. Lines in 1984. He retired in January 1985 and spent his days in Bellefonte, PA. He is survived by a sister, Twila Haines.

GEORGE J. TOSEL

Long-time member of the Union George Tosel passed away on June 24, 2000 after a 41-year career with the MEBA. He was 84. Brother Tosel last sailed under MEBA contract with Sea-Land Service in 1981. He had been living in Cornwall, Vermont and is survived by daughters Sharon Liljestrand and Georgiane Valley and son Henry Tosel.

GEORGE A. UPHAM

George Upham had been a member of the Radio Officers Union (District 3). He died on June 12, 2000 at the age of 84. Brother Upham had been retired since 1973 and collected 20 years of pension credit. He had resided in Great Neck, NY and leaves no record of survivors with the MEBA.

GEORGE VANAKIN

George Vanakin was a 79-year old man at the time of his death on February 15, 2000. He had been retired since 1985 after a 40-year career with the MEBA. Brother Vanakin last sailed for the MEBA contracted-Lykes Brothers in 1977. He had lived in Mesa, AZ and is survived by his sister Elizabeth Wolfe.

ALFRED H. WETMORE

Al Wetmore made his final voyage on June 3, 2000 at the age of 69. He last sailed under MEBA contract with Sea-Land Service in 1985 and collected almost 22 years of pension credit in a career that dated back to 1963 with the Union. He later served as MEBA's Representative in Jacksonville, FL. Brother Wetmore was instrumental in establishing the St. Johns River Chapter of the American Merchant Marine Veterans Association and was past President of the Chapter. Before he became ill, Brother Wetmore was very active in the Shrine holding various official positions. He was easy-going and well liked by all who knew him. He leaves behind a wife, Dorothy.

DONALD S. WILLIAMSEN



Donald Williamsen was a Chief Engineer with an unlimited license and he served the Union for over 30 years. On June 27, 2000 he sailed off towards the next life at the age of 79. He had sailed on various American President Lines' ships among others under MEBA contract and his ashes were scattered from the PRESIDENT GRANT. He served in the U.S. Merchant Marine during World War II and Korea. Brother Williamsen retired in 1971. His wife Barbara survives him.

HAROLD T. WRIGHT

Harold Wright sailed into the sunset on April 27, 2000 at age 63. He last sailed under MEBA contract for the State of Alaska the month of his death. Brother Wright had accumulated 14 years of pension credit since joining the MEBA in 1985. He lived in Seward, AK and is survived by his wife, Ann.

MEETING SCHEDULE

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

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

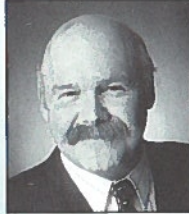
Visit our website at
www.d1meba.org



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 Liebbling, 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 (NFOPAPE)

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

National Weather Service Employees Organization (NWSEO)

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

Professional Airways Systems Specialists (PASS)

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

MEBA Exhibit

An exhibit created to honor the MEBA's 125th Anniversary is on tour through the Union Halls. Here are a few of the images from the traveling display.



14th Annual Convention of the National MEBA held in Baltimore, Maryland in 1889. The convention took place at Baltimore's City Hall. The Mayor of Baltimore is standing in the front row, center.



Coffee Advertisement from 1953. The photos were taken aboard the SS UNITED STATES, the most advanced and fastest Ocean Liner in the world at the time. Today, the great ship, which is 110 feet longer than the TITANIC, floats at pier 82 on the Delaware River in Philadelphia and is for sale. The SS UNITED STATES Foundation is seeking to restore the ship to its former glory. If there is no purchaser, the Foundation hopes to convert the ocean liner into a museum.



World War II poster reminding anyone with the knowledge of ship sailing schedules and routes to keep this information covert, since enemy spies or sympathizers could pass such intelligence to the enemy. 1943.



Marine Engineer License based upon the August 30, 1852 law governing the regulation of the duties and liabilities of Steamboat Engineers. Issued April 5, 1853.

Your Political Action Fund at Work



Political Action Will Guarantee Allies in Maritime Policy Debates of the 107th Congress

Election years further accentuate the need to build a healthy Political Action Fund. At stake is the vitality of the merchant marine and the maritime statutes that ensure that the jobs are still there for the men and women of MEBA to fill. When the 107th Congress take their respective positions on the various Committees and prepare to legislate, the interests of the MEBA must be represented. The P.A.F. allows the Union to extend relationships with Congressional incumbents and to cultivate new bonds with promising young lawmakers.



MEBA officials gathered at the Democratic National Convention in August held in L.A. where they met with various political figures. From left to right are L.A. Hall Branch Agent Duncan Ballenger, Patrolman Al Camelio, Congressman Bobby Scott (D-VA) and MEBA President Larry O'Toole. Rep. Scott is serving in his fourth term. He sits on the Judiciary and the Education and Workforce Committees.

At the August 8 regular membership meeting in the port of Houston, Congressman Gene Green (D-TX) dropped in to meet with the membership. Congressman Green spoke on the need to maintain a viable U.S.-flag merchant marine, as well as legislation pertaining to the I.R.S. Section 415 pension limits. Congressman Green served on the now-defunct House Committee on Merchant Marine and Fisheries, and has been a long-time supporter of issues important to organized labor. Indeed, Rep. Green was a member of the printers' union, and has maintained his membership in the union, though his Local has merged with the Communication Workers of America. Congressman Green was given a MEBA Houston windbreaker as well as a check from the MEBA Political Action Fund. MEBA signed on as a member of the host committee for Congressman Green's Houston fundraiser at the end of August.



MEBA's Executive Vice President Bud Jacque met with Washington Congressman Brian Baird recently. Rep. Baird, who is up for re-election, introduced a bill to end the dual taxation of mariners working in the foreign trades.



Congresswoman Grace Napolitano (D-CA) is a great friend of the MEBA. She serves on the Resource Committee's Water and Power Subcommittee among other assignments. Here she networks with MEBA's Legal and Legislative Affairs Director Pat Morris.



the Bronze Star and Vietnamese Cross of Gallantry. He may be facing his most difficult election this year against George Allen.

MEBA President Larry O'Toole and L.A. Branch Agent Duncan Ballenger with Senator Chuck Robb. Robb has represented Virginia in the Senate since 1988 and served as that State's Governor from 1982-86. He has had a military career that has spanned 34 years winning

MEBA President Larry O'Toole with Congresswoman Lucille Roybal-Allard (D-CA). Roybal-Allard, who has had several roundtable chats with MEBA officials, is up for re-election this year.



**Get the Vote Out! Your forefathers fought for your right to vote.
Your Union needs you to cast your vote for our future.**