

Marine Engineers' Beneficial Association

# Marine Officer



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THEY KEPT THE  
SEA LANES  
OPEN

## Building On A Tradition...



USNS  
Shughart  
To Join MEBA  
Fleet in November



## Revitalize MSP, ASAP

**A**t this year's U.S. Merchant Marine Academy graduation ceremony, Sea-Land founder Malcom McLean was presented with an honorary doctorate degree for his pioneering efforts with respect to intermodal transportation. Mr. McLean remarked that his revolutionary vision of containerization of ocean shipping business was initially met with skepticism. At the time doubters dismissed his "crazy scheme" only later to be proven wrong. Mr. McLean's example illustrates that visionary progress is often met with cynical resistance.

In the last edition of the *Marine Officer* I outlined a broad agenda for the American Merchant Marine. The shaky legs of the three-legged stool of policies that support the U.S. merchant marine – Maritime Security Program (MSP), Cargo

Preference laws, and the Jones Act – need strengthening. I'd like to focus on the MSP leg of the stool and other opportunities affecting the commercial fleet operating in international waters and the vision needed for maintenance and revitalization.

MSP is set to expire in a little over three years and will need to be either extended for several

years or replaced with a similar program. Of the 47 privately owned ships in the program, 40 have MEBA members aboard. MSP has proven itself to be a cost-effective program for defense contingency planning. Efforts are underway to extend MSP, with former MARAD Administrator Admiral Herberger at the forefront.

Preference laws, and the Jones Act – need strengthening. I'd like to focus on the MSP leg of the stool and other opportunities affecting the commercial fleet operating in international waters and the vision needed for maintenance and revitalization.

With the sale of Farrell Lines to P&O Nedlloyd, ownership of the U.S. liner shipping fleet continues to change. Though these ships remain under the U.S. flag with American crews, non-U.S. ownership provides fodder to critics who claim that MSP is nothing more than a corporate handout to foreign entities. Clearly the MEBA and maritime labor will need to speak on Capitol Hill in support of renewing MSP on behalf of the U.S. Merchant Marine. The message: beneficiaries of MSP are not foreign corporations but the mer-

chant mariners themselves and the economic and military security that they provide. Without MSP, U.S. flag ships and their American crews operating in the international trade would cease to be competitive. And without MSP, the affected ships will likely be reflagged resulting in lost jobs and the weakening of our nation's fourth arm of defense.

MSP alone will not be sufficient to ensure that the U.S. flag remains flying aboard ships plying international waters. Even with MSP, the U.S. flag will continue to face economic pressure from foreign competition that operates with certain advantages – advantages that need to be equalized.

U.S. flag ships can help counteract the current economic disadvantage faced by U.S. mariners and the U.S. commercial fleet.

Renewing MSP and reforming the tax code is difficult; some opponents call it crazy. For the U.S. merchant marine to have a presence in international waters and to be available to our country in times of crisis, tax reform and MSP are necessary. To initiate change requires a well-funded and coordinated advocacy program. MEBA elected officers and MEBA lobbyists partnering with the American Maritime Congress and other maritime interests are pushing for action. The participation of the membership is especially needed. The PAF provides us with access to the lawmakers that can bring about change necessary for our continued existence.

Malcom McLean was a pioneer and a visionary. He did something "crazy" and reinvented the industry in the process. The U.S. maritime industry has slipped as other nations have stepped forward with innovative maritime tax policies and government support for their commercial fleets. The U.S. international fleet is down but not out. We can be competitive by working together with lawmakers to see that the playing field is made level for fair competition.

Someone once said that history teaches us that men and nations behave wisely when they have exhausted all other alternatives. Let us not exhaust ourselves with distractions before doing the right thing – strengthening the MSP program and passing maritime tax reform – to preserve the merchant marine and our livelihoods.

.....  
**"Even with MSP, the U.S. flag will continue to face economic pressure from foreign competition that operates with certain advantages – advantages that need to be equalized."**  
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## Marine Officer

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

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

## COVER STORY

The top two pictures are part of the MEBA 125th Anniversary exhibit that is making its way to Union Halls across the country. From left to right: A World War II poster depicting an enemy submarine, an allied forces escort vessel, and a combination passenger/cargo ship in the background; World War II poster of a victory ship sponsored by the Seagram Company. Below, USNS SHUGHART, one of four LMSR vessels soon to be operated/managed by Patriot Contract Services (ASM) and crewed by the MEBA. ASM is seeking MEBA engineers for these ships. Further jobs will be opened up when four additional LMSR newbuilds complete construction at Avondale Shipyard by mid-2002. (See page 1 for more detail).

# MEBA Officers Prove Mettle on First of 10 LMSR Ships

## Expert Hands To Guide Latest Additions to MSC Fleet

**M**EBAs engineers were among the lone bright stars on the Military Sealift Command Ship USNS FISHER's maiden voyage as the ship wheezed and struggled on its very first military exercise. "Operation Bright Star," the initial exam for the MEBA-contracted vessel, proved that the newest ship in the MSC fleet wasn't ready for its debut — but it also proved that the MEBA officers manning the ship's engine room are ready for prime time.

Patriot Contract Services, a subsidiary of American Ship Management, prevailed with the cooperation of the MEBA in their

after the Persian Gulf War, to boost sealift capacity to transport military supplies and equipment in times of combat or other contingencies.

The USNS FISHER managed to squeak by its builder's trial and survived its test runs but was exposed on its maiden voyage as not yet seaworthy. When material failures in the engine room jeopardized the round-trip U.S. to Egypt run, MEBA officers showed off their ingenuity and resolve and rescued the mission. LMSR Project Manager for Patriot Holdings John Howe commended the proficiency of the MEBA engineers as they persevered

For additional information on LMSR employment opportunities contact your local port representative, or you may fax your resume to Archie Morgan, Senior Manager, Labor Relations, at ASM, fax# (925) 296-2329.

maiden voyage. The four other newbuilds are scheduled to sail out of the shipyard at six-month intervals through mid-2002.

MEBA President Larry O'Toole along with Calhoon School Director Henry Phillips and Lilley toured the FISHER earlier this year receiving a first-hand account of life aboard the 950-foot long Bob Hope-class ship. The cargo vessel can transport more than 58 tanks, 48 track vehicles and over 900 trucks and vehicles. O'Toole extended due congratulations to the MEBA engineers on the ship, who once again exhibited their proficiency. "These fine officers are making a tremendous impression on the MSC and on other military personnel. Every member of the MEBA is benefiting from that because it builds the reputation of our organization and makes us more competitive for work on other military ships. These men are doing a great job for their country, and for their union, and they deserve the recognition of all members of the MEBA."



The current engineers aboard the FISHER, some of whom pulled the ship through a difficult maiden voyage. Left to right are C/E Neil Reilly, 1st A/E Eugene Myers, 2nd A/E Harry Toiler, 3rd A/E Chris Myers, and 3rd A/E Matt Bennett.



Calhoon MEBA Engineering School Director Henry Phillips peers around the engine room on the USNS FISHER.

to turn them over to Patriot in November. The ships will be maintained in Reduced Operating Status (ROS) on the U.S. East and Gulf Coasts. MEBA engineers are currently being sought for immediate openings. The production of the LMSR ships are part of an effort, undertaken

MSC bid last summer to operate 10 large, medium-speed, roll-on/roll-off vessels (LMSRs). The five-year contract creates 120 jobs for MEBA members. The FISHER is the first of six vessels covered under the contract to be launched from Avondale Shipyard in New Orleans. Bay Ship Management is in possession of the other four vessels and is due

through numerous breakdowns in the ship's 4 Colt Pielstick diesel engines. MEBA's representative in Norfolk, VA, Tom Lilley put it more bluntly, "those guys did a helluva job bringing that baby in." New vessels typically exhibit snags and kinks that require modifications and retooling. The FISHER was



MEBA's representative in Norfolk, Tom Lilley, heaped praise upon the MEBA members serving in the MSC fleet.

detoured to Newport News, VA for repair and refitting work where it is being equipped for a more auspicious outing. The SEAY is the next MSC ship to sail off the block making its debut this summer when it goes into operation in the Pacific. Avondale has corrected many of the deficiencies on the new ship that plagued the FISHER on her



MEBA President Larry O'Toole chats with the Military Sealift Command's Mary Jo Sweeney, Commanding Officer, Atlantic, as they tour the ship.

# Solidarity Of Union Dominates as

**T**he spirit of Union fraternity pervaded Charm City as the National Marine Engineers' Beneficial Association reaffirmed its ties with its autonomous affiliates. Baltimore was the host city for this bi-annual affair as MEBA staged its National Convention earlier this year. As the state of the Union drew center stage, the unity and friendship, in line with MEBA's motto, was strengthened between the National Union and its affiliates. Bill Tracy established the requisite groundwork for a successful two day convention with a constitutionally-decreed "Ritualistic Opening," a forum for Brother Tracy to dazzle scores of attendees with his latest poetic offering cataloguing the history of the Union (See "Faces Around the Fleet" section for excerpt.)

Scheduled reports from National MEBA officials were supplemented by the presence and participation of Union affiliates many of whom took to the podium for enlightening oration. Affiliate principals who initiated dialogue at the convention included President Walter Browne of the National Federation of Public and Private Employees (NFOPAPE), President John Conley, of the Industrial Technical and Professional Employees (ITPE), President Michael Fanfalone, of the Professional Airway Systems Specialists (PASS), and



*The Auditing/Dues and Revenue Committee pose for the camera before they get back to their numbers. Left to right are D1 Atlantic Coast V.P. Paul Krupa, Seattle Branch Agent John McCurdy, MEBA member Bill Van Loo, and D1 Secretary-Treasurer Bob McFeeters.*

Executive Director Peter Nuhn, of the National Weather Service Employees Association (NWSEO). Two other NMEBA affiliates, the Association of Los Angeles Deputy Sheriffs (ALADS) and the California Association of Professional Employees (CAPE) were unable to attend. However, an invigorating slate of speakers briefed the assembly on several issues that draw Union interest. The President of

the American Maritime Congress Gloria Tosi delivered an update of legislative efforts to boost the U.S.-flag merchant marine, and North American Director of the International Transport Workers' Federation (ITF), John Sansone, offered his latest report on ITF's ongoing crusade against flag-of-convenience ships.

Business finally drew to a close as the proceedings stretched into a second day.



*The Constitution Committee in a moment of respite before they get back to work. From left to right is MEBA Associate General Counsel George Clements, San Francisco Patrolman Jon Anderson, Houston Branch Agent Scott Liebbling, L.A. Patrolman Al Camelio, New York Patrolman Jim LaRiviere, and delegate Joyce Matthews.*



*New Orleans Patrolman Marc Huber and Baltimore Branch Agent Tom Leahy soaked up some stimulating information from a bevy of guest speakers at the Convention.*

# National MEBA Convenes in Baltimore

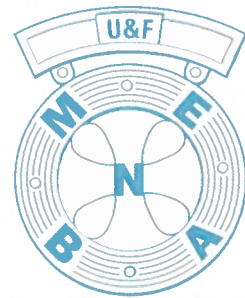
One significant alteration to the National MEBA constitution will align the election of national officers with the three-year schedule that District No. 1-PCD follows. The new format eliminates an overlap between elections and provides for a more seamless leadership of our Union. In the end, delegates unanimously adopted a series of resolutions aimed at advancing Union objectives and various committees recorded their final reports.



Speakers at the 106th National Convention included (left to right) Masters, Mates and Pilots (MM&P) President Tim Brown, American Radio Association (ARA) Secretary-Treasurer Phil Clegg, PASS President Mike Fanfalone, AFL-CIO Transportation Trades Dept. Executive Director Ed Wytkind and MEBA President Larry O'Toole.



The Union and its affiliates drew closer together at the National Convention. Here ITPE Secretary-Treasurer John Brenton alongside MEBA Executive V.P. Bud Jacque and Gulf Coast V.P. Ron Davis.



## Resolutions unanimously agreed to at National MEBA Convention

- \* **Resolution 2000-01** – Directs District No. 1-PCD, MEBA and its affiliates to form organizing committees to increase active membership in each of the organizations.
- \* **Resolution 2000-02** – Expresses full support for the Service Contract Act, as amended, and urges the U.S. Department of Labor to vigorously enforce the protections it provides to federal service contract workers. The SCA has provided protections for wages and benefits of federal service contract employees for the past 35 years. The Industrial Technical and Professional Employees Union, AFL-CIO (ITPE), a MEBA affiliate, represents thousands of federal service contract workers throughout the country.
- \* **Resolution 2000-03** – Supports a \$1.00 increase in the federal minimum wage over a two-year period and opposes any effort to weaken the uniform applicability of the minimum wage rate or any other current labor protection under federal law.
- \* **Resolution 2000-04** – Supports an extension of the protections provided in a 1994 Executive Order to shoreside federal service contract workers on Department of Defense installations. The Order protects continuity of employment of many general service contract workers by giving them right of first refusal to employment with successor contractors. DOD installations are excluded from these protections.
- \* **Resolution 2000-05** – Reiterates support for all NMEBA affiliates, resolves to bridge and improve relationships between its Districts and Affiliates and promote their agendas, and utilize their strengths to further the growth and stability of the National Association.
- \* **Resolution 2000-06** – Resolves that MEBA's bargaining unit, Professional Office & Industrial Division (POID) receive full support and encouragement of the National MEBA in developing strength and unity among its members regardless of location.



MEBA officers serving aboard three integrated tug-barge units (ITBUs) are the beneficiaries of a new collective bargaining agreement that was finalized with Keystone Shipping Company in early May. The five-year pact, retroactive to June 1, 1999 covers the ATLANTA BAY, COLUMBIA BAY and the TALLAHASSEE BAY. Gulf Coast Vice President Ron Davis successfully bartered the contract that extends salary increases and various medical benefits to the affected officers.



Former Maritime Administrators detail challenges ahead as they gather to commemorate MarAd's 50th Anniversary. Left to right including years as Administrator are: John Gaughan (1985-1989), Captain Warren G. Leback (1989-1993), Clyde Hart Jr. 1998-present), VADM Albert J. Herberger (1993-1997) Andrew E. Gibson (1969-1972) and Samuel Nemirow (1979-1981).



In the largest gathering of Maritime Administrators ever brought together, six of the last eight MarAd chiefs were recently assembled by the Propeller Club on Capitol Hill to honor the Maritime Administration's 50th Anniversary. Clyde Hart Jr., Admiral Albert Herberger and Captain Warren Leback, the three most recent Administrators, detailed frustrations and high points of their tenures and called for a renewal of efforts toward recapturing past maritime prosperity. Andy Gibson and Sam Nemirow, who guided the agency through the start of the 1970s and 1980s respectively, made a motion for a reinvestment in the U.S.-flag fleet and urged that tax codes be tweaked to reestablish the U.S. as a dynamic maritime trader. Finally, John Gaughan, who headed up MarAd in the mid- to late-80's and currently serves as President of First American Bulk Carriers advocated a rededication to the principles framed in Title I of the Merchant Marine Act of 1936 which proclaims that the U.S. should champion the growth of its merchant marine. "To me, an effective merchant marine policy is much like an insurance portfolio...a healthy mix of solid investments and some risks," he noted. However, he stipulated, maritime security comes at a cost, though the net result will justify its expense. "We need to find a solution. We need to hold government accountable. This can't be done on the cheap."



A new four-year collective bargaining agreement is in place for 30 MEBA officers employed by the Woods Hole, Martha's Vineyard & Nantucket Steamship Authority. MEBA's New York Representative Don Keefe, along with rank and file members Scott Moss, Robert Carmody and Bill Kold, headed up negotiations which will net wage increases for the engineering officers in the year-round ferry service. The new contract also facilitates officer access into the Deep Sea Pension Plan.

would also apply to any new U.S.-flag acquisitions. Gulf Coast Vice President Ron Davis led the MEBA negotiating team that worked late into the night to achieve an agreement just hours before the contract was set to expire. MEBA President Larry O'Toole helped ensure a successful conclusion to the deal with his active participation in the talks. The rest of the MEBA team consisted of New Orleans Patrolman Marc Huber, Associate General Counsel George Clements and rank and file members Costas Balomenos and Bruce Klepack.



A MEBA negotiating team successfully sealed a new 5-year collective bargaining agreement with Liberty Maritime Corporation for deck and engine officers. The new pact, which creates a new officer billet, includes rate and benefit improvements. Deck officers will receive added benefits under the new deal with a supplement for chief mates and more broadly applied premium time. The contract



Four members of MEBA's negotiating team in the Liberty Maritime talks. New Orleans Patrolman Marc Huber (sitting) crunches numbers on his laptop as (l-r) Gulf Coast V.P. Ron Davis, Associate General Counsel George Clements, and rank and file member Costas Balomenos get ready to close the deal.



Participating in talks to solidify the MEBA's relationship with the Panama Canal Commission (PCC) were (l-r) Director of Legal & Legislative Affairs Pat Morris, Gulf Coast V.P. Ron Davis, PCC Sub-Secretary General Luis Yau Chaw, MEBA President Larry O'Toole, PCC Secretary General Antonio Regist, and Atlantic Coast V.P. Paul Krupa.

that Union jobs aboard the ship were protected, the MEBA and ATC worked out an agreement to continue to employ those engineers on special projects or equivalent assignments on other ATC ships.



Fund raising for a memorial honoring departed MEBA brothers and sisters continues. The Calhoon Alumni Association is asking for your donation for the planned tribute that will be sited on



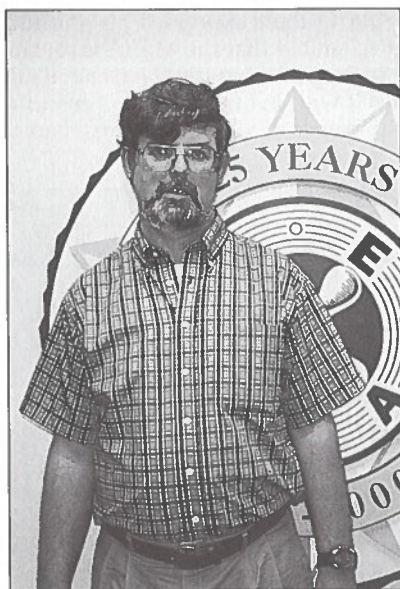
Two of MEBA's Panama-based members met with Union officials at Headquarters in late May to discuss Panama Canal Commission issues following the hand-over of the Canal from U.S. to Panamanian control. The discussions with Antonio Regist and Luis Yau Chaw also included talk of planned improvements to strengthen the relationship with the Commission which is one of MEBA's oldest bargaining units (1904).

Transportation requirements thus shifted again and Phillips established Polar Tankers to manage the ARCO crude tankers. As part of the agreement, the Exxon/Mobil subsidiary SeaRiver Maritime was to be provided with the ATC San Clemente class tanker the OVERSEAS OHIO. However, SeaRiver refused to retain the licensed officers and unlicensed seamen aboard the vessel. So

Calhoon Engineering School grounds. Some of the bricks taken from the original engineering school on Light Street in Baltimore will be used to construct the walkway to the memorial. A \$100 donation etches your own place into the memorial by entitling you to an engraving of your choosing upon a plaque or brick, that will contribute to this symbol of respect for the fallen members throughout MEBA's 125-year history. Donations should be mailed to: Calhoon Alumni Association, P.O. Box 1404, Easton, MD 21601. Checks should be made out to C.A.A./MEBA Memorial Fund. Bill Van Loo and Rick Simonson are heading up the project. Further information can be sought from (410) 822-9600, ext. 310.



As a result of oil giant B.P. Amoco's blockbuster purchase of Atlantic Richfield Company (ARCO) in April, a new entity, Alaska Tanker Company (ATC), was spawned in order to transport Alaska North Slope crude oil. The principals of the new arrangement, Keystone, Overseas Shipping Group and BP Amoco, indicated that MEBA officers would fill a good portion of the available engineering billets aboard five ARCO tankers. However, a challenge to the merger by the Federal Trade Commission joined by Exxon/Mobil on anti-trust grounds resulted in a situation where BP Amoco altered the landscape of its oil production share. An Exxon/Mobil lawsuit was withdrawn and FTC approval was extended to the merger only after Phillips Petroleum acquired ARCO's Alaska oil assets leaving BP Amoco with controlling only 30% of oil production in Prudhoe Bay.



"I'm looking forward to serving the membership and improving communication in the Jacksonville and Charleston areas," MEBA's new Jacksonville representative John Haarmann stated.



John Haarmann has been appointed to be the full-time representative at MEBA's Jacksonville hall. Brother Haarmann has been a member since 1979 and settles into the post after sailing for the last two years as an engineer aboard NPR and Farrell vessels. Previously, he had been the Union's representative in the New York office from 1993-98. Haarmann relieves Brothers Mark Lowell and Paul Samolchuk, who did an excellent job in tackling the Representative's duties as they filled in on a temporary basis. The Jacksonville hall can be reached at (904) 765-6100.



Midshipman, Darren Monzingo of Mission Viejo, California was presented with the MEBA Award on June 16th at the Awards Convocation of the class of 2000, which was at the U.S. Merchant Marine Academy. Darren plans to sail with the Military Sealift Command and join the MEBA. The MEBA Award is presented to the graduating midshipman who has demonstrated outstanding practical skills and interest in becoming a seagoing marine engineer.



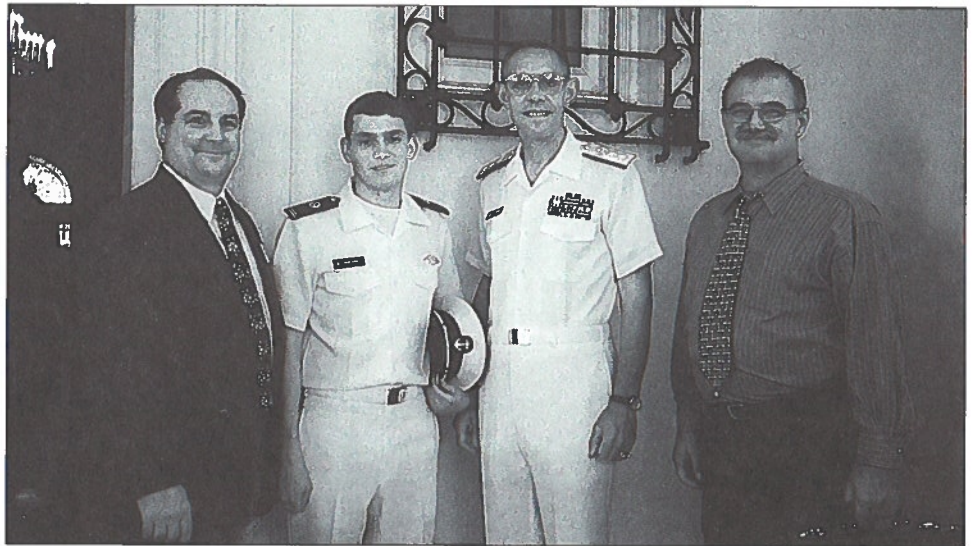
A new group for AFL-CIO retirees has been launched by AFL-CIO's Executive Council in order to advance "a culture of life-long unionism for millions of retired union members." The Alliance for Retired Americans, which will be set in motion on January 1, 2001, plans to keep its hands in legislative and public affairs and will involve itself in communications, and member education among other things. This new consortium will be funded through both union contributions as well as from union retiree benefit programs.



P&O Nedlloyd has purchased Farrell Lines Inc., which is one of the last privately-owned U.S.-registered shipping companies. The companies have come to terms on the integration of respective activities in the U.S./Mediterranean trade, which will be known as "Farrell Mediterranean Express." Farrell is the operator of five U.S.-flag container ships in the trade. President Larry O'Toole underscored that the acquisition, which was cleared by the Maritime Administration, will not affect MEBA jobs.



In mid-May, Matson Navigation Company supplemented its corps of ships servicing the Hawaii trade by adding a seventh vessel to its fleet. The additional float will allow them to augment round trip passages in the trade from 156 to 182 a year. A boost in the Hawaiian economy along with a simultaneous step-up in market demand has enabled the company to increase its capacity and service on the itinerary. Matson, a MEBA contracted company, reinstalled the LIHUE back into the service. The company had "resized" its fleet in 1998, from eight to six ships, due to an economic slump. The vessels had been placed in reserve status.

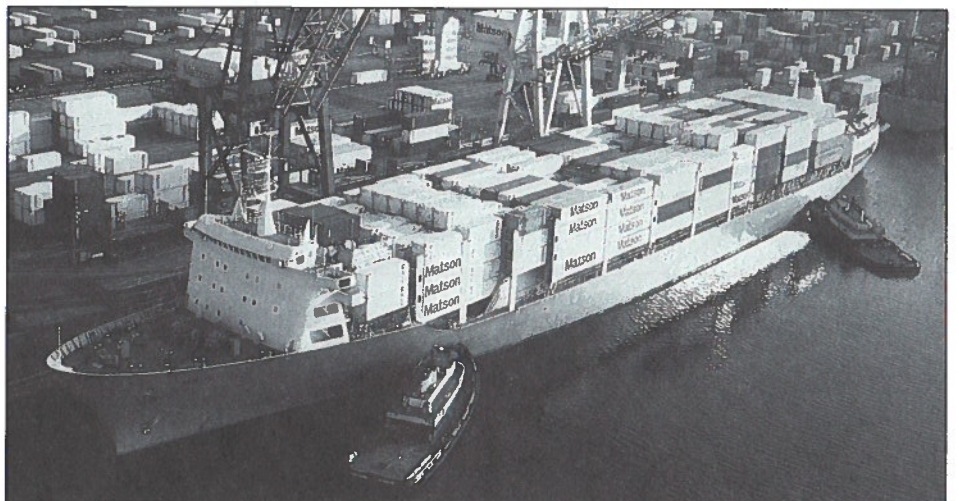


A future marine engineer receives the MEBA Award at a ceremony at Kings Point, NY. From left to right are the Assistant Director of the MEBA Engineering School Lee Kincaid, Kings Point class of 2000 Midshipman Darren Monzingo, U.S. Merchant Marine Academy Superintendent Admiral Joseph Stewart, and MEBA Baltimore Branch Agent Tom Leahy.



MEBA President Larry O'Toole and General Henry Shelton, Chairman of the Joint Chiefs of Staff exchanged complimentary letters following Gen. Shelton's nationally broadcasted Memorial Day speech honoring fallen Merchant Mariners. The General had stressed the importance of the nations "fourth arm" of defense and noted that as in the past, the future will depend on a sturdy U.S. -flag merchant marine. O'Toole expressed his gratitude and reiterated that the MEBA is seeking the same goals that the General allied himself with in his remarks - "ensuring the presence of a U.S. - flag merchant

fleet capable of meeting our defense sealift needs and ensuring a presence in international maritime commerce." Gen. Shelton penned a return correspondence noting, "As you pointed out so eloquently in your letter, the dedication and selfless sacrifices of America's Merchant Mariners, especially their gallant service during World War II, are a vital part of our Nation's maritime history. Those Merchant Mariners who gave the last full measure of service did not do so in vain - theirs was a most noble sacrifice as they helped secure the freedoms America enjoys today."



The S.S. Maui, one of the seven Matson vessels plying the Hawaii trade.

# Calhoun 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.calhounmeba.com](http://www.calhounmeba.com). Further information regarding the upcoming curriculum  
can be sought from Shirley Shelton at (410) 822-9600, ext. 100.*

# Earth Broken As MEBA

**W**ith the scoop of four shovels turning the earth at a ceremony in mid-April, the Calhoon MEBA

Engineering School began its expansion as ground was broken on a new dining hall and conference center. Roy A. Luebbe, the School's first director, helped burrow the first mounds of topsoil from the site which will bear his name upon its completion in the Spring of 2001. Luebbe was joined by MEBA President Larry O'Toole as well as the Union's Plans Trustee Secretary Franklin Riley and Acting Deputy Administrator of the Maritime Administration Bonnie Green, as they tilled the terrain away from the spot that will also house 12 dormitories and a medical diagnostic center.

About two hundred members, staff and guests cheered as the new student service facility got underway. Calhoon School students will be the beneficiaries when the Roy Leubbe Center is completed. At times, over 100 students a day take advantage of the School's broad maritime curriculum that allows members to upgrade their licenses and stay at the top of their professions. Luebbe, the popular School director from 1966 until his retirement twenty years later, instituted the diverse course load at the School's original site at 9 Light Street in Baltimore, MD and oversaw the relocation of the facility to its current setting in Easton, MD.



*The groundbreaking for the new addition at the MEBA Engineering School. Left to right are Roy Luebbe, former Director for whom the addition will be named, Bonnie Green, MarAd's Acting Deputy Administrator, Larry O'Toole MEBA President, and Frank Riley, Secretary of the MEBA Plans Board of Trustees.*



*The "boys" return to their old haunt, Burke's Café, just around the corner from the original site of the MEBA Engineering School. Left to right are Henry Phillips, John McCurdy, Scott Liebling, Duncan Ballenger and Tom Leahy.*

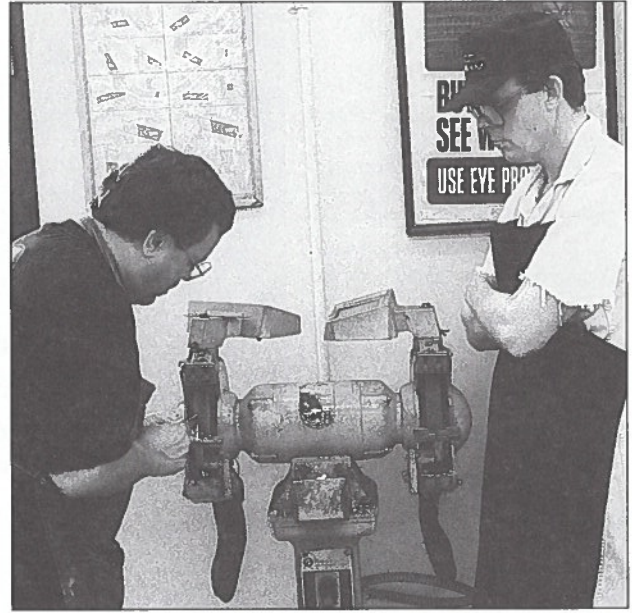


*A landmark gathering of the past and present Calhoon School Directors. Standing (from left to right) are President Larry O'Toole, current Director Henry Phillips. Sitting (l-r) are Gil LaDana, Roy Luebbe, and Peter Hammond.*

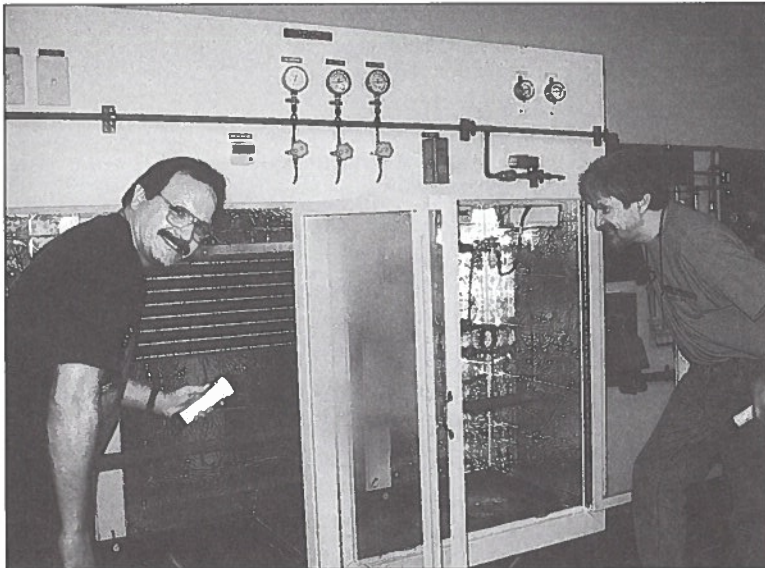
# School Heritage Expands



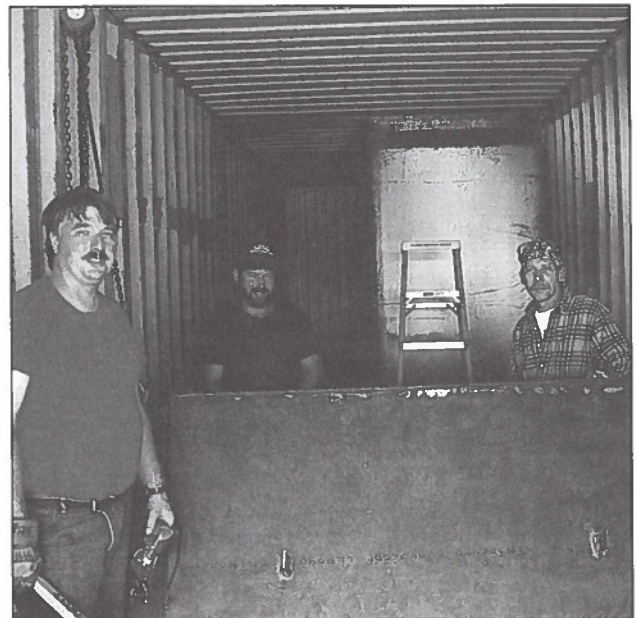
MEBA officials gather at the site where the original MEBA School once stood at 9 Light Street. Many bricks were salvaged for a planned memorial to fallen MEBA members on the grounds of the new School in Easton, MD. From left to right are Atlantic Coast V.P. Paul Krupa, Gulf Coast V.P. Ron Davis, Executive V.P. Bud Jacque, Houston Branch Agent Scott Liebling, Baltimore Branch Agent Tom Leahy, Assoc. General Counsel George Clements, L.A. Branch Agent Duncan Ballenger, Seattle Branch Agent John McCurdy, MEBA Pres. Larry O'Toole and Calhoon MEBA School Director Henry Phillips.



Rene Sanders and Gary Vaughan recently took the four-week machine shop course. This class has recently been revised to offer in-depth training in many machine shop skills and procedures.



Donald Struthers and Stephen Burns inspect a chill box trainer as part of the refrigeration course. The School offers a four-week refrigeration and a two-week container refrigeration course. The School is also approved by the EPA to offer the refrigerant recovery and transition certification.



1st A/E on the S.S. RESOLUTE Nate Edwards, certified welder Steve Jones, and C/E on the S.S. ARGONAUT Mike Fanning in the process of building a Damage Control Trainer at the MEBA School. Once finished it will provide realistic situations to practice and train on controlling flooding in a confined compartment. This training is required for service aboard MSC contracted vessels and is part of the School's Government Vessels course.

## Recent Calhoon Graduates

*Recent graduates from the School's Container Refrigeration course that finished up on May 26. From left to right are course instructor Larry O'Loane, David Sanborn, Edward Davis, John Chadwick, Steven Burns, Donald Struthers, James Seovitz, George Johnson Sr., Steven Mitchell, Stephen Haines, Travis Ellis, Eric Johnson, Christian Konopaski and Instructor Darryl McCaslin.*

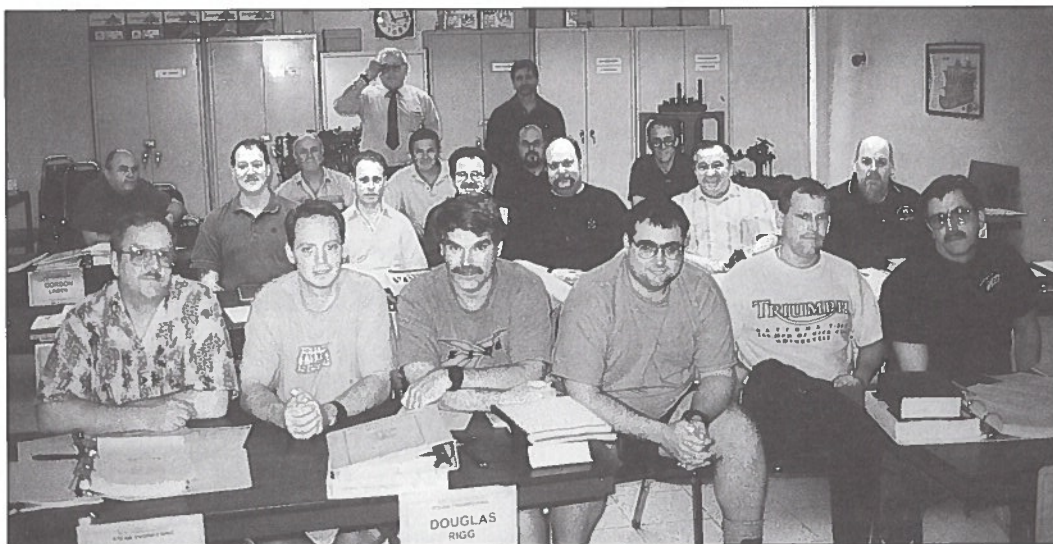


*Students in the School's popular Advanced Firefighting/HAZ-MAT course that concluded on May 12. Sitting are Robert Reading Jr., Stephen Radzik, John O'Donnell, George Simon Jr., Alem Berhe, Todd Curry, and Anthony Clinch. Standing are Joseph Smith, Kevin Payne, Horace Jordan, Richard Haynes, Harry Mitchell, David Golden, John Ballenger, Patrick Anderson, Michael Carr and Instructor Barry Van Vechten.*

*The School's Machine Shop course that ran from mid-April to May 12. From left to right are Gregory Barnes, Instructor Frank Walsh, Instructor Val Sanders, Daniel Webster, Hezekiah Bolton, Michael Snow, Brian Conroy, Rene Sanders, Donn Reamer, Gary Vaughan, Theodore Schmidt, James McCrary, Gregory Marshall, James L. Myers.*



Steam Engineering students immersed themselves in the subject from April 17 to May 26 at the MEBA School. Sitting up front are Roger Hanson, Jamie Payne, Douglas Rigg, John Daylor, Joe Semon and Stephen Inman. Behind them are Gordon Linden, Arthur Amdahl, Arne Svendsen, Vincenzo Berlen, Daniel Massoni, Richard Olson, Joseph Wolff, Donald Weaver, and Gary Thompson. Standing are Instructors V.J. Giannalone and Jerry Lechner.



Students from the School's two-week Ship's Management course. In front are Stephen Kenney, Paul Buckley, Mark Tanen, and David Burchill. The second row is Brian Ferguson, Bill Tracy, Terry Ziegler, and Charles Kellet. The rest of the group includes Henry M. Ainley, Roald Krogstad, John Sullivan, Bryan Brown, T. Cannon (standing), Albert Singleton, Junius Mattoon Jr., Mike Wise, Charles Kellett, and Brian Seaward.

## Courses Approved at MITAGS for MEBA Deck Officers

- Heavy Weather Avoidance Course (HWA) – 5 days
  - Basic Shiphandling (SHS-BAS) – 5 days
- Intermediate Shiphandling Part I (SHS-Int#I) – 5 days
- Intermediate Shiphandling Part II (SHS-Int#II) – 5 days
  - \*Bridge Resource Management (BRM) – 5 days.
  - \*Automatic Radar Plotting Aids (ARPA) – 5 days
    - \*Radar Renewal (ROR-1) – 1 day

*\*Courses previously approved.*

For information and registration, please contact Shirley Shelton at the MEBA School (410) 822-9600.

# A Day of Respect for the Fourth Arm of Defense

This year President Clinton proclaimed the importance of the Merchant Marine to the nation's prosperity and security. Vice President Gore committed himself to the preservation of a strong U.S.-flag merchant fleet. May 22nd is designated yearly as National Maritime Day to commemorate the S.S. SAVANNAH's trans-Atlantic crossing in 1819.



MEBA President Larry O'Toole with the Secretary of Transportation Rodney Slater at a U.S. Merchant Marine Memorial Service at the U.S. Navy Memorial in Washington D.C.

*Reprinted from the Marine Officer's predecessor,  
The American Marine Engineer in the January 1945 issue:*

## Engineer Heroes to Have New Liberty Ships Carry Their Names

The Maritime Commission recently announced that the names of two new Liberty ships, now being built, will carry the names of Marine Engineers W.L. Gable and Harry Kirby, M.E.B.A. heroes that gave their lives while serving their country in this war. Brother Gable was chief engineer on the CARRABULLE, which was torpedoed and sunk in May 1942. Brother Kirby was first assistant engineer on the LEBORE which was torpedoed and sunk in June 1942. Brother Gable was a member of M.E.B.A. No. 5, and Brother Kirby was a member of M.E.B.A. No. 33. They both were residents of Baltimore, MD.

If we, the living members of the M.E.B.A. and other trade unions throw our full force behind the smashing of fascism on the political and cultural front as well as all the battle fronts of the United Nations, then all the millions of good people who have given their lives in this war of liberation have not done so in vain. That is one reason why we must build the M.E.B.A. so strong that it cannot be dented by the anti-labor forces who play the game of fascism directly and indirectly. In the maintenance of our creed let us play square with all forces who have the interest and safety of all mankind at heart in the true spirit of comradeship.

To the families of Brother Gable and Brother Kirby, the National Marine Engineers' Beneficial Association stands with you to hail the living memorial of your loved ones in the birth of two Liberty ships.

"It is necessary for the national defense and development of its foreign and domestic commerce that the United States shall have a merchant marine (a) sufficient to carry its domestic waterborne commerce and a substantial portion of the waterborne export and import foreign commerce of the United States and to provide shipping service essential for maintaining the flow of such domestic and foreign waterborne commerce at all times, (b) capable of serving as a naval and military auxiliary in time of war or national emergency, (c) owned and operated under the United States flag by citizens of the United States in so far as may be practicable, (d) composed of the best-equipped, safest and most suitable types of vessels, constructed in the United States and manned with a trained and efficient citizen personnel, and (e) supplemented by efficient facilities for shipbuilding and ship repair. It is hereby declared to be the policy of the United States to foster the development and encourage the maintenance of such a merchant marine."

— Title I of the  
Merchant Marine Act of 1936



In Texas, WWII veteran Lindell Ray Jenkins, Houston Branch Agent Scott Liebling and Patrolman Robert Barron gather before marching in ceremonies commemorating the day. A Merchant Marine flag was donated to the Houston National Cemetery for display in memory of "The Forgotten Veterans."



Following the wreath laying at the Washington Navy Yard the public was invited to tour the USNS MOHAWK. The Chief Engineer on the ship is MEBA member Joseph Muchulsky (left) who was pleased to show off his engine room. Here he discusses the vessel with OSG Ship Management official Jack Craft. MEBA Atlantic Coast V.P. Paul Krupa (right) headed up negotiations with OSG on a new collective bargaining agreement covering two bulk vessels, four tankers and a car carrier. OSG was formerly known as Maritime Overseas Corporation (MOC).



Vice Admiral Gordon S. Holder, USN, Commander of the Military Sealift Command participates in the wreath laying ceremony that the MSC conducted at the Washington Navy Yard on the Potomac River to honor Merchant Mariners.

The following Op-Ed article, penned by MEBA President Larry O'Toole, appeared in the *Journal of Commerce on Maritime Day*, 2000 (May 22)

## Merchant Marine is still on the job

Today is National Maritime Day, a time when all Americans should pause to recall what is too often overlooked: the story of those who served and sacrificed their lives defending our country in the U.S. merchant marine. It's a story worth remembering.

In World War II, 733 U.S. cargo ships were lost to enemy action. More than 6,000 American seafarers were killed and nearly 600 became prisoners of war. The U.S. merchant marine was the lifeline of freedom that kept our allies going during the darkest days, and provided the food, equipment and ammunition needed to smash the Axis once and for all.

Today it is hard to comprehend the dangers and privations these merchant mariners endured while performing their crucial task. A 1946 War Shipping Administration report to President Truman gives us one special glimpse. It cited danger zones around the globe. The worst, it said, combining "all ele-

ments of danger from man and nature alike," was the Murmansk run.

"Through icy, fog-bound seas, their flanks exposed to the dive bombers, surface raiders and submarines moving out from the Nazi-held fjords of Norway, the slow gray convoys moved — and kept moving. Nor was there sanctuary at the destination, for every hour on the hour, it was said, the black-cross planes of the Luftwaffe blasted heartbreaking delays in the grim business of unloading ships. Nevertheless, it added, "The cargoes were delivered."

National Maritime Day keeps alive the memory of those American seafarers who came through for us in World War II, and in fact in every major military conflict since 1775. And nothing has really changed today. The merchant marine is just as important to our national defense.

As Gen. Henry H. Shelton, chairman of the Joint Chiefs of Staff, put it, "The armed forces depend on U.S.-flag ships and American merchant mariners to provide the nation's fourth arm of defense. Quite simply, our national security strategy depends on a vital U.S.-flag merchant marine, and the Joint Chiefs and I know it, and so do other leaders in Washington."

America's current military strategy requires the armed forces to be ready

for two major conflicts in different parts of the world at the same time. Without a strong U.S.-flag fleet to support such a deployment, America would find it difficult to mount even one large-scale overseas operation, let alone two. And the importance of our private-sector merchant fleet will grow as the military withdraws from forward bases and develops smaller, faster formations.

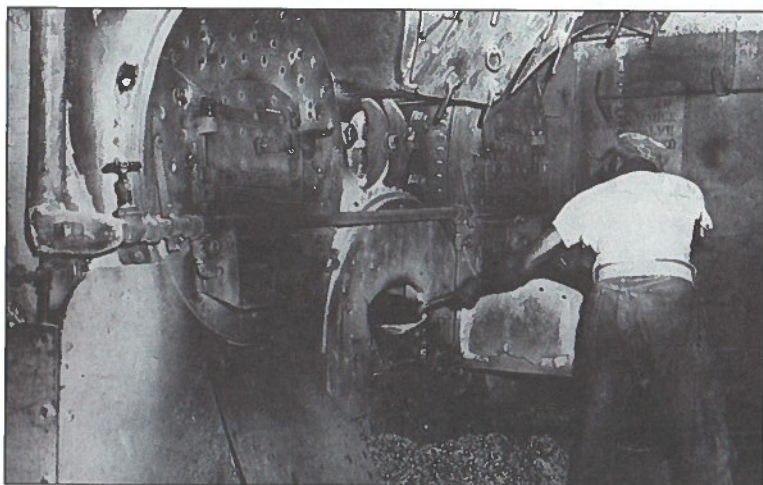
Of course, we don't know when or where this country's next war will be fought. But we do know that 95% of the provisions for it will move by sea. The Navy maintains "surge" supply ships for initial stages, but relies on privately owned U.S.-flag commercial vessels and their loyal U.S.-citizen crews for the "sustainment" sealift that keeps those supplies coming.

So on this National Maritime Day, it is not only important to look back and remember our countrymen who served as merchant mariners in times past, but also to take a good look around and realize the contribution today's merchant mariners make to ensuring our freedom.

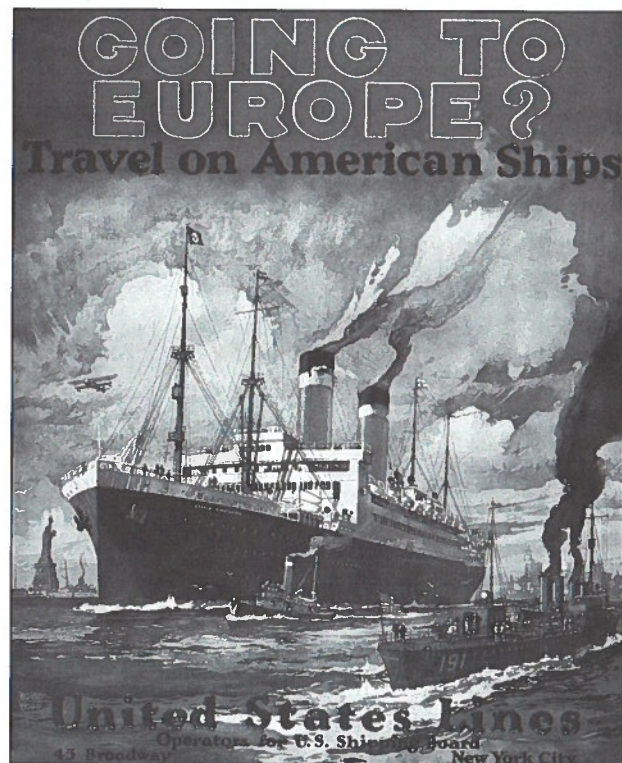
In war and peace, the brave men and women of the merchant fleet have served us well. They're still on the job, and we must do what's necessary to keep them there.

# Our Heritage, Our Legacy....

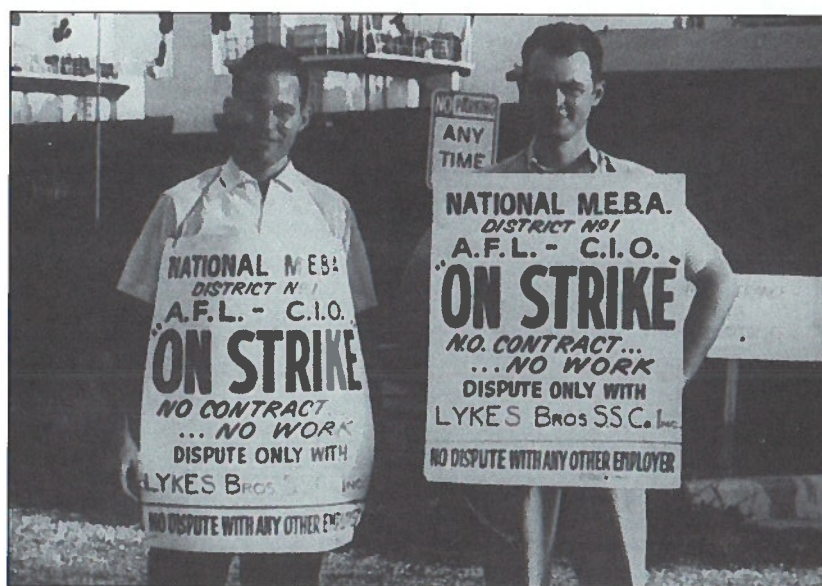
One hundred and twenty-five years of the nation's premier maritime union was on display earlier as the MEBA celebrated its anniversary with hundreds of members and guests that included such luminaries as Senate Majority Leader Trent Lott and Senator John Breaux. The Union's illustrious history took center stage as the lobby of the headquarters building in downtown Washington D.C. was transformed into a stylish gallery highlighting the momentous journey MEBA has undertaken since its genesis in 1875. Sizeable exhibit boards with plaques and matted photo displays chronologically catalogued the Union from its foundation, with the rigorous working conditions aboard steam vessels, to the contemporary modern diesel container and military support vessels crewed by MEBA members today. For over a month the display adorned the reception area of the building, which also houses offices for NBC, Fox, C-Span and the National Governor's Association. The comprehensive collection will be exhibited at various MEBA Union halls around the country in the near future. A sense of this living history of the MEBA and the maritime industry is reproduced on these pages.



A Fireman stoking a Scotch Boiler on a steam ship. It is interesting to note that the U.S. government prohibited cross use of seafarers between Deck and Engine Departments aboard ship. This was to protect the seafarers from being assigned work in the hot engine rooms and then being required to stand night look-out on the exposed bow of the ship in frigid weather, ~ Late 19th to early 20th century.



SS GEORGE WASHINGTON - United States Lines Passenger Ship Poster reminding U.S. citizens to travel to Europe on U.S. flagged ships, ~ late 1930's.



MEBA members Roy Luebbe and Alan Dowler walk a picket line supporting a strike against Lykes Bros. in the early 1960's, due to the absence of a labor contract being in force at the time.



U.S. President Nixon, with then-MEBA President Jesse Calhoon on his right, and Federal Maritime Commission Chair Helen Delich Bentley on July 1, 1972. President Nixon was one of the most active supporters, since Pres. Franklin D. Roosevelt, of a strong U.S. Merchant Marine.

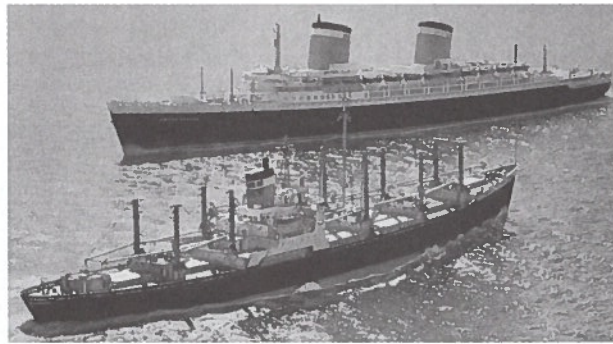


Helen Delich Bentley was delighted with her photo alongside Pres. Nixon and former MEBA chief Calhoon. Current MEBA President Larry O'Toole (left) gave the former Congresswoman a tour of the exhibits. Majority Senate Leader Trent Lott during remarks called Bentley "the Queen of Maritime."

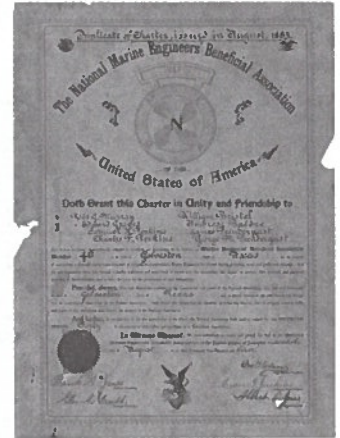


The Calhoon MEBA Engineering School established in the old Southern Hotel in Baltimore in 1966. Jointly managed by the union and MEBA-contracted companies, the school has graduated

over two thousand new Third Assistant Engineer licensed officers as well as providing upgrade and advanced training for its members. The building was sold in the early 1980's and the school moved to a modern facility in Easton, Maryland, on the Eastern Shore of the Chesapeake Bay. Though the cadet program to graduate newly licensed marine engineers was discontinued in 1986, the Calhoon MEBA Engineering School continues as a premier maritime facility providing continuing education to the Engineering and Deck Officer Members of the MEBA.



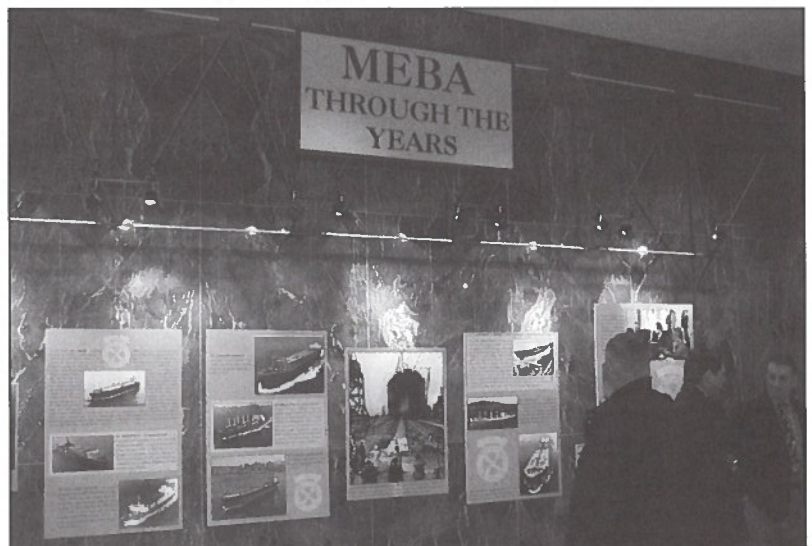
SS UNITED STATES and SS AMERICAN CHALLENGER passing each other in calm weather. The SS UNITED STATES was built in 1953 and held the famous Blue Riband award for the fastest Atlantic Ocean crossing by ship. She was the pride of the U.S. Merchant Marine for many years. The SS AMERICAN CHALLENGER a Break-Bulk Cargo vessel is shown in the foreground.



An official charter for Galveston, Texas indicating the general rights, obligations, and purposes of a local chapter of the National Marine Engineers' Beneficial Association, 1903.



The National Marine Engineers Beneficial Association founding fathers at the first convention, held in Cleveland, Ohio 23-26 February 1875.



The exhibit boards were displayed for over a month in the "Hall of the States" Building, located across from the U.S. Capitol.



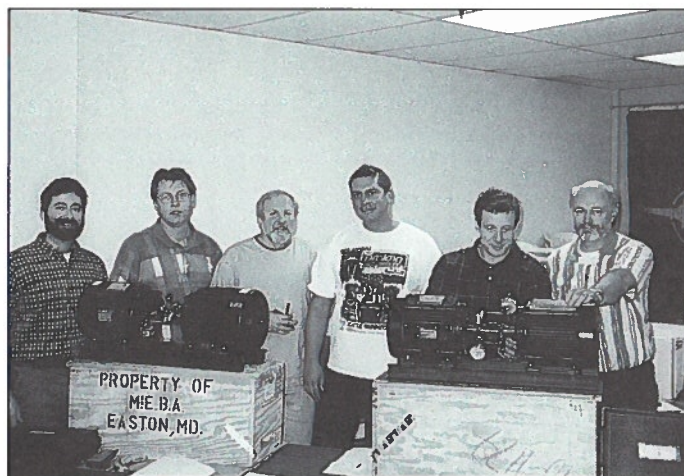
The MEBA engineering crew of the SAM HOUSTON. A Lighter Aboard Ship (LASH). Left to right are 2nd A/E Robert Prater, 1st A/E John Malliarakis, C/E Larry Carter, 3rd A/E Enrique Melara and 3rd A/E Dave Pape.



MEBA engineers aboard the MSC oiler USNS JOHN LENTHALL working on a piston. From left to right are 3rd A/E Fred Smith, 2nd A/E Cliff Bard, 3rd A/E Don Childs, C/E Steve Burdl, and 1st A/E John Buens.



Engineers on the M/V AMERICA sit back satisfied after completing a job on one of the ship's Sulzer "RTA 84" pistons. The AMERICA is operated by ASM and chartered to Lykes. This photo, taken on a digital camera, consists of (left to right) 1st A/E Peter Elliott, 2nd A/E George Negoescu, C/E Kent Clift and 3rd A/E Scott Bordman.



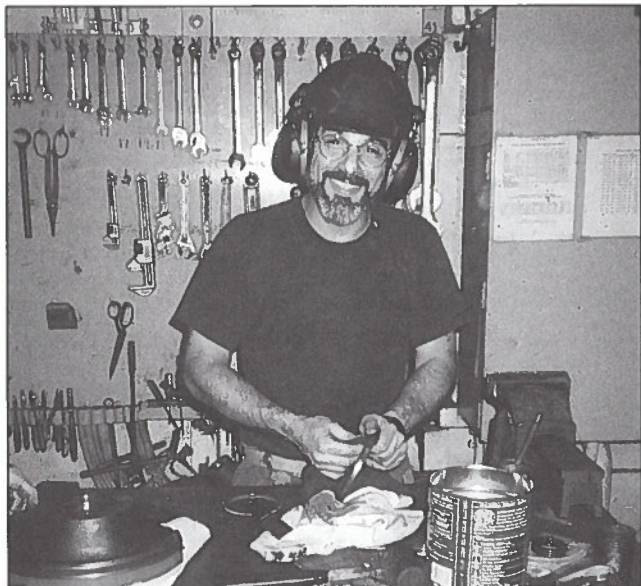
The MEBA Calhoun School occasionally stages "Marine Engineer Seminars" at Union Halls. A recent course, conducted in Seattle from June 12-16 drew the following cast of characters: (left to right) Instructor George Poor, RRF C/E Pat Funk, Alaska Marine Highway Port Engineer Paul Johnson, sailing member Jim Blake, sailing member John Pucilowski, and Washington State Ferries C/E Lance Porter.



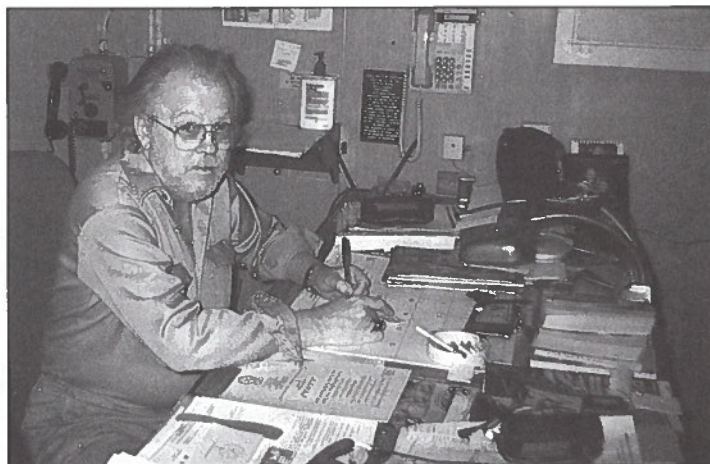
Alaska Marine Highway MEBA engineers Roger Aiken and Glen Scott sharing a light moment as they toil over equipment aboard the MV COLUMBIA.



MEBA members cooked up a storm at a recent maritime festival and took home several trophies in the categories of "chicken," "ribs" and "briskets." In this photo they bask in the glory after a long day over a hot grill. From left to right are: Houston Branch Agent Scott Liebling, Houston Patrolman Bob Barron (with Alexander Bertram) and Steve Smith, who sails aboard the Texas A&M training ship, the TEXAS CLIPPER II.



Larry Clements aboard the MEBA-contracted LYKES NAVIGATOR. The 2nd Assistant Engineer in this picture is working on exhaust valve parts. The LYKES NAVIGATOR is one of the Pacific Class vessels, managed by Marine Transport Lines.



The Chief Engineer aboard the USNS SATURN, MEBA member John Hoest, catches up on some paperwork. The SATURN is a MEBA-manned Military Sealift Command Auxiliary ship serving in the Atlantic.



The multi-talented Bill Tracy performs an Irish ditty at a recent benefit.



MEBA members in the control room of the APL PHILIPPINES. From left to right are C/E Don Jones, Eng. Cadet Ben Jones, 3rd A/E Neal Kirkwood, 1st A/E Joel Spell, 2nd A/E Dallas Crow. This is C/E Don Jones' last trip before retiring after 33 years with the MEBA. Eng. Cadet Ben Jones is the Chief Engineer's son.

Brother Bill Tracy, one of the elected delegates at the MEBA's recent National Convention, delivered the "Ritualistic Opening" as the 106th National MEBA Convention got off to a stylish beginning. The last five verses of the invocation are excerpted:

In Closing Of This Ritual  
I'll Charge You On This Note  
For You Would Not Be Here Without  
The Trust Of Members' Vote

And Like The Common Good For All  
Our Founders Came To Seek  
Let It Appoint The Limits Now  
Your Work Here Now Will Keep

And Be Not Like That Faulted One  
On Greed Inspired Quest  
If Conflict Comes With Personal Goal  
Decide For Union's Best

So Honor Trust Of Membership  
Which Is Our "Restless Wave"  
And Bind Their Future With What's Best  
So Good Jobs We Will Save

And For All Future Youth Who'll Wish  
For Our Jobs To Prepare  
Let's Keep Our Founders' Wish That Our  
Strong Union Still Be There

# North To The Future! MEBA

**S**eward's Folly," for years a no-man's land of splendid isolation, is emerging from its frozen cocoon with a ferry system that has connected our 49th State to the progressive era. MEBA engineers on the Alaska Marine Highway have helped supplant dog mushing with efficient transportation that can bypass the natural barriers of the last frontier's vast mountain ranges, wilderness and glaciers that partition a State averaging one person per square mile. Nine vessels on the State's passenger and vehicle ferry service ply through over 2,000 miles of Alaska's rustic beauty providing a crucial connector between inaccessible State points as well as with the Continental United States and Canada.

In 1999, the ferries transported 370,000 passengers and 104,000 vehicles. The routes of these vessels begin in Bellingham, Washington and range all the way out to Dutch Harbor on the Aleutian chain. The service links up 33 Alaskan communities including the State capital, Juneau, which is only accessible by airplane and boat. In route miles, AMHS is the largest American Flag Ferry System covering more miles than any other ferry system in the world.

The long and mutually prosperous relationship MEBA has enjoyed with the State of Alaska is rooted through the Union's representation of engineer officer billets on board all nine ferries on the Alaska Marine Highway. The fleet employs up to 100 of our members. When

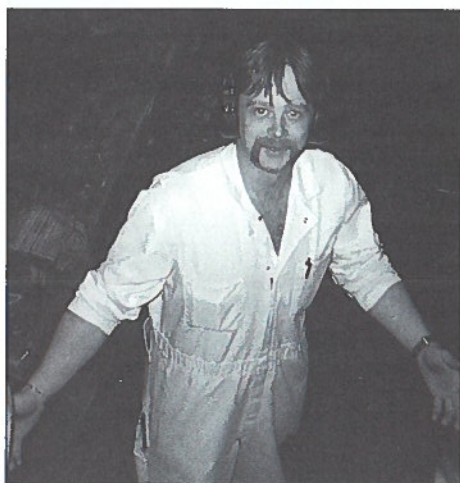


MEBA's Executive V.P. Bud Jacque rounds up the AMHS gang for a photo op. The group got together for a recent ferry boat meeting in Ketchikan, Alaska. The assembly includes Ken Owens, Bill Seybolt, Glen Woody, Pete Eberle, Steve Smith, Glen Scott, Steve Roberts, Barry Manning, Claudia Chimini, Roger Aiken, Bill Dunn, Dennis LePonis, Paul Johnson, Lance Olhmer, Alan Borgen, Katie Haven and John Larsen.

the M/V MALASPINA first entered service from Prince Rupert British Columbia to Skagway, Alaska in 1963, the MEBA was onboard.

That relationship was strengthened in March of this year as the State reaffirmed its commitment to MEBA officers on the waterborne road system with a new contract. MEBA Executive Vice President Bud Jacque headed up the AMHS negotiating team and reached agreement on the new

three-year deal that rewarded our officers with deserved pay raises and augmented medical and pension benefits. Elected rank and file negotiators included Chief Engineers Pete Eberle, Alan Lee, Katie Haven and First Assistant Engineer Bob Siedman. Seattle Branch Agent John McCurdy also assisted in the process. Following membership ratification in April, legislative funding for the contracts was obtained in a Special Legislative



M/V TUSTAMENA's Chief Engineer, MEBA member Karl Elde, captured here in the ship's engine room.



The M/V AURORA, one of the smaller ferries in the AMHS, can transport 250 passengers and 34 vehicles at a speed of 14.5 knots.

# Engineers Link Up "The Last Frontier"

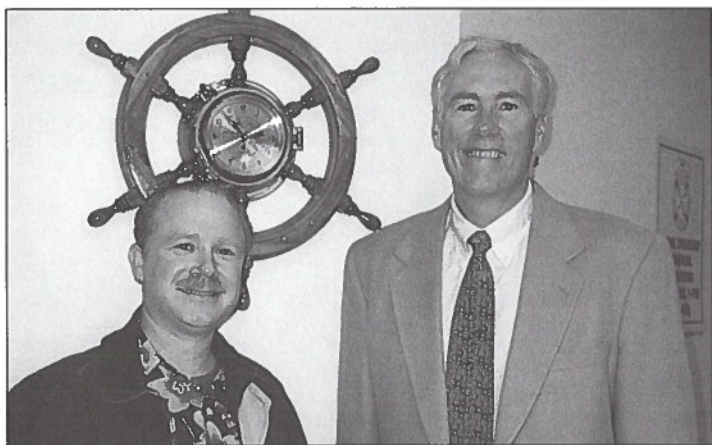
Session called by Alaska Governor Tony Knowles in early May.

MEBA Political Action assisted in gaining approval of first year funding against a recalcitrant legislative leadership. A cornerstone provision in the new contract grants access to additional coverage for Audio, Vision and Dental coverage for all MEBA AMHS retirees. This program will be administered through the Juneau MEBA office. Recently retired C/E Jim Renfro said, "I want to thank the Union on its successful efforts on these additional benefits...it fills in all the gaps in our health coverage...a big well done to Bud and the team!" To date, nearly fifty MEBA members have taken retirement through employment with AMHS.

In early June, the ferry service demonstrated just how vital each vessel is to the State when a faulty control panel aboard the System's largest ferry, the M/V COLUMBIA, paralyzed the ship's electrical distribution system. Ferry itineraries had to be shifted to assume the damaged vessel's workload. The COLUMBIA will remain on the repair block through the summer. In other recent developments, the MEBA has continued its struggle to oppose the State's refusal to fill all full-time equivalent (FTE) ferry jobs. The Union's battle proved just in the eyes of an arbitrator who ruled that AMHS had to fill the minimum contractual positions. Economic compensation for the MEBA

will be awarded at an arbitration hearing set for December.

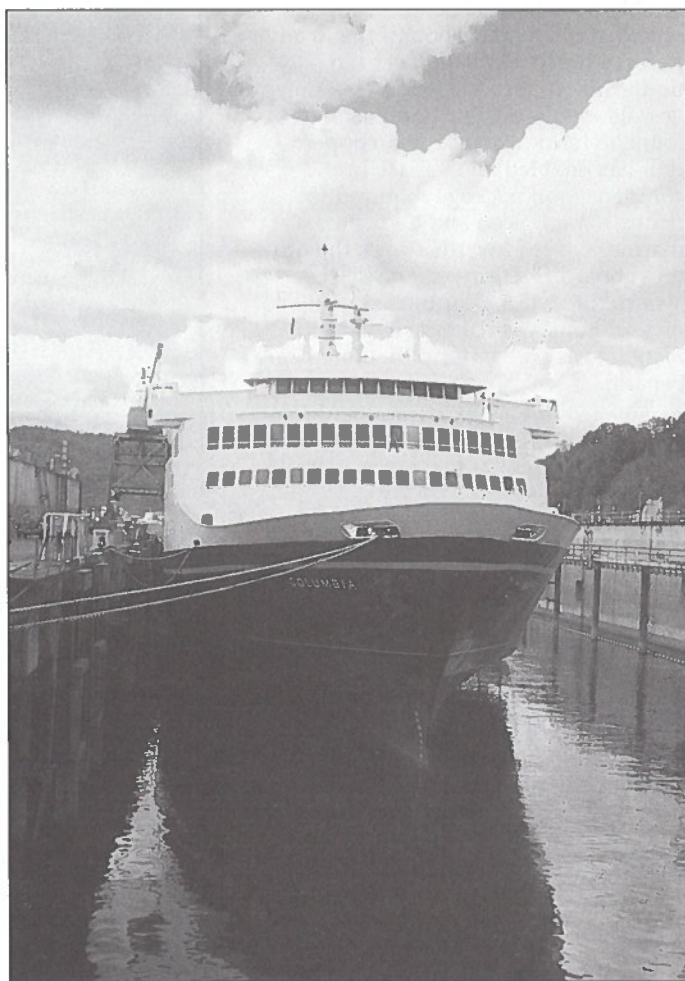
The Alaska Marine Highway fleet is soon to be expanded with the addition of up to seven new high-speed vessels over the next ten years. These fast ferries, which will conform to the highest existing international standards, will accommodate less capacity but will dramatically boost delivery time. The architects of the Union's new contract had the foresight to stipulate exclusive MEBA jurisdiction on all new vessels and over all maintenance for the new ferries. Executive Vice President Jacques predicts, "the addition of these high-speed ferries will bolster MEBA membership's future job opportunities with the AMHS fleet."



MEBA member Bob Seidman (left) and Seattle Branch Agent John McCurdy were part of MEBA Exec. V.P. Bud Jacques's team that negotiated a favorable five-year deal for MEBA members.



The crew aboard the South West Alaska vessel M/V TUSTAMENA mugs for the camera. Left to right are "Moon" John Allen, Louie Jones, Glen Woody and Bruce Johnson. The ferry is 296 feet long and can carry 36 vehicles and 210 passengers. It also has 8 four-berth, and 18 two-berth cabins aboard.



A fire that broke out of a faulty control panel damaged the M/V COLUMBIA's electrical systems. MEBA engineers efficiently quenched the flame, preventing a single injury.

# RRF Contract Awards on Hold as Protest Stalls Process

**A**nother snarl to the Maritime Administration's award of \$1.1 billion in contracts to manage 74 Ready Reserve Force (RRF) ships over the next five years has left nine American shipowning companies sitting on their hands. At least two MEBA-contracted employers, among others, lodged a protest with the General Accounting Office (GAO) claiming that MarAd's bid process was faulty. The awards were immediately stayed and the current contracts extended until September 30 or until GAO issues their decision.

MEBA-contracted companies Keystone Shipping, Marine Transport Lines, Mormac Marine Enterprises and Patriot Contract Services won 15 of the 33 contracts awarded in early May. Though the fleet downsized from 89 ships, a 17% decline, the Union only lost one billet. Though the Ready Reserve Force program has been undermined in recent years by aging vessels, costly upkeep and a lack of tonnage influx, labor union cooperation has enabled an increase in the compensation package required to retain experienced and dedicated mariners. If the awards stand, the officers aboard the thirty-six vessels awarded to MEBA-contracted companies will enjoy considerable wage increases as well as amplified medical benefits.

This is the second headache MarAd has developed over the award of the RRF contracts. Two years ago, shortly after the initial awards were announced, errors in the bid process were unearthed and the agency was forced to rescind the contracts and initiate a restart of the award process.

The militarily-useful RRF vessels are maintained in an advanced state of readiness for swift sealift support in the event of a contingency. Department of Transportation Secretary Rodney Slater, upon the announcement of the awards noted that "these contracts will enable the Ready Reserve Force to continue to perform its vital role in protecting America's national security, one of the Department of Transportation's top strategic priorities."

The table that follows shows the companies awarded ship manager contracts, the value of the basic contracts, the RRF ships covered, and the ships' present location.

*The CAPE DIAMOND, one of the 35 ships with MEBA members covered by the awards. The MEBA-contracted company, Marine Transport Lines, manages the ship.*



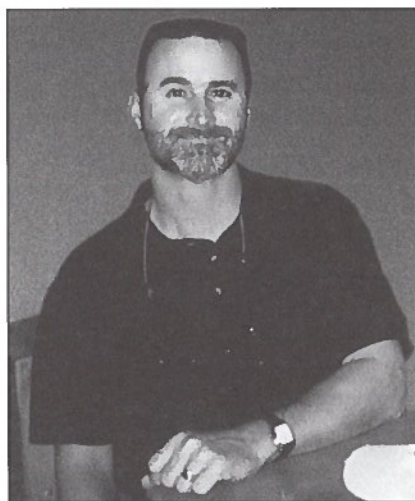
## Ready Reserve Force Ship Manager Contracts

| Ship Manager                                       | Contract Amount | RRF Vessel Assigned                    | Vessel Location   |
|----------------------------------------------------|-----------------|----------------------------------------|-------------------|
| Keystone Shipping Co.<br>Bala Cynwyd, PA           | \$17,591,983    | CAPE RACE                              | Portsmouth, Va    |
|                                                    |                 | CAPE RAY<br>CAPE RISE                  |                   |
|                                                    | \$12,211,482    | CAPE KENNEDY<br>CAPE KNOX              | New Orleans, LA   |
|                                                    | \$12,211,522    | CAPE VICTORY<br>CAPE VINCENT           | Beaumont, TX      |
|                                                    | \$2,939,420     | MISSION<br>BUENAVENTURA                | BRF*              |
|                                                    |                 | MISSION<br>CAPISTRANO                  |                   |
|                                                    | \$12,212,080    | CAPE ORLANDO                           | San Francisco     |
|                                                    |                 | ADM WM CALLAGHAN                       |                   |
| Marine Transport Lines, Inc.<br>Weehawken, NJ      | \$11,098,030    | CAPE EDMONT<br>CAPE DUCATO             | Charleston, SC    |
|                                                    |                 | CAPE DECISION<br>CAPE DOUGLAS          |                   |
|                                                    | \$11,097,430    | CAPE DIAMOND<br>CAPE DOMINGO           | Charleston, SC    |
|                                                    | \$15,932,462    | CAPE HENRY<br>CAPE HORN<br>CAPE HUDSON | San Francisco, CA |
| Mormac Marine<br>Enterprises, Inc.<br>Stamford, CT | \$2,768,190     | CAPE ANN                               | JRRF*             |
|                                                    |                 | CAPE ARCHWAY                           |                   |
|                                                    | \$11,163,758    | CAPE ALEXANDER                         | Baltimore, MD     |
|                                                    |                 | CAPE AVINOF                            |                   |
|                                                    | \$17,204,673    | CAPE TAYLOR                            | Houston, TX       |
|                                                    |                 | CAPE TEXAS<br>CAPE TRINITY             |                   |
|                                                    | \$2,768,190     | COMET<br>METEOR                        | SBRF*             |
| Patriot Contract Services, LLC<br>Walnut Creek, CA | \$7,582,047     | CAPE BRETON                            | SBRF*             |
|                                                    |                 | CAPE BOVER                             | Alameda, CA       |
|                                                    | \$11,614,614    | CAPE BLANCO                            | Alameda, CA       |
|                                                    |                 | CAPE BORDA                             |                   |
|                                                    | \$11,620,734    | CAPE GIBSON                            | Alameda, CA       |
|                                                    |                 | CAPE GIRARDEAU                         |                   |

\* JRRF - James River, Va., Reserve Fleet \* SBRF - Suisun Bay, Calif., Reserve Fleet \* BRF - Beaumont, Texas, Reserve Fleet

# MEBA & ITF: Allies in War Against FOC Abuse

As the abhorrent flag of convenience system continues to breed disturbingly, the MEBA has joined forces with the International Transport Workers Federation (ITF) to beat back the menace. The MEBA, affiliated with ITF since 1958, has significantly boosted its role in Federation activities in recent years as the ITF's crusade against the FOC system has intensified. Along with a tighter alliance with the AFL-CIO, the MEBA's emergent activism in the international shipping arena has bolstered the 52-year old campaign that initially dawned at the 1948 World Congress to structure workers into unions and eradicate the FOC system. Stifling globalization and a burgeoning flag of convenience fleet have impelled the ITF to forward their movement in which they organize workers through collective bargaining agreements. The ITF continues to wage a battle that at times seems overwhelming with the rapid engorgement of the FOC system. However, over 30 percent of those FOC vessels now have ITF-approved collective bargaining agreements, which at least ensures that minimum standards are met.



*The MEBA's ITF Inspector Tony Sasso lends assistance to mariners who have not been paid. Recently, ITF efforts led to the arrest of the FOC ship LEDENICE that resulted in winning hundreds of thousands of dollars in back wages for seafarers. The operator of that vessel, Croatia Line Ships, was a notorious perpetrator of substandard shipping. Following the ITF claim and several others, Croatia Line was effectively put out of business. ITF recently announced its upcoming "Week of Action," beginning on Sept. 18, that will spotlight its campaign against FOC vessels. The MEBA will assume an active role in this nationwide event.*

ITF-affiliated unions as well as the agency's inspectors pursue the collapse of the FOC system on a day-to-day basis often in concert with world organizations such as the United Nations. As a long-time affiliate, the MEBA is a devoted activist in the FOC campaign. The Union's elected officials often play the largest role in the fight as they often assert themselves at the various meetings they attend at which policy decisions are made. For example, the MEBA and other American unions supported the round-the-world voyage of the GLOBAL MARINER, the ITF-financed exhibition ship that is successfully trumpeting the anti-FOC message.

The MEBA also deploys its own inspector, of about 100 ITF inspectors that are positioned at strategic ports worldwide. As a MEBA member, he is accountable to MEBA-elected officials but is paid by and works directly for the ITF FOC campaign. These inspectors pursue the Federation's established goals while operating within the limitations imposed by national legal systems and local conditions. In the U.S., inspectors focus on the enforcement of ITF-approved FOC agreements, lend assistance to mariners trying to defend their rights and organize collective bargaining agreements. Unions overseas often organize aboard Flag of Convenience ships. The agreements they fashion establish wages, benefits and working conditions that vary slightly but always upgrade the circumstances for these FOC crews and help fend off the exploitation of maritime workers. In addition, ITF-inspired political action has helped compel the International Labor Organization and the International Maritime Organization to elevate standards throughout the international fleet, including Flags of Convenience.

As globalization sweeps through previously immune industrial sectors, it has become apparent that the maritime industry was the first to grapple with such issues and respond to the challenges presented. The MEBA has endured and is still standing strong. As the maritime industry continues its hurried evolution, the MEBA has pledged to protect its members and other working people through its strengthening partnership with the ITF.

ITF's initiative against cruise ship flags-of-convenience has gained steam in the last year. The Marine Officer will focus on this campaign in a future issue.



## ITF Fast Facts:

- Headquartered in London, ITF was born in 1896 with its roots in British seafarer and longshore unions. It has swelled into 500 trade unions in 125 countries. The unions represent more than five million workers in every sector of public and private transport.
- The ITF is one of 16 international trade union confederations, each representing a different segment of industry. These 16 "secretariats" and the International Confederation of Free Trade Unions represent the world's trade union movement, both generally and as a function of the International Labor Organization (ILO).
- ITF is a democratic organization authorized by a World Congress held in a different country every four years. There, each affiliated union's delegates elect an Executive Board and set ITF policies. The next World Congress will be held in 2002.
- Under the general guidance of the Executive Board, separate industrial sections operate independently. One such section is the Seafarer section, which includes most international shipboard unions, including the MEBA.

# MEBA Medical

## BENEFIT SUMMARY STATEMENTS MAILED

Benefit Summary Statements were mailed to all participants in the MEBA Pension Trust on June 1, 2000. These Statements list your pension credit, your accrued benefit (if you are vested), and other information about your status under the MEBA Pension Trust. If you participate in the MEBA Medical and Benefits Plan, the Statements also list your dependents and other biographical information about you as contained in the Plan records.

Please review your Statement carefully and write to the Plan Office in Baltimore if you have any questions. It is extremely important that the Plan Office be notified if any of the information on your Statement is incorrect, so that the appropriate adjustments can be made.

## MPB OPEN ENROLLMENT

Open enrollment for the Money Purchase Benefit ("MPB") Self-Directed Investment Option is scheduled to begin on September 1, 2000 and run through November 17, 2000. During open enrollment, participants who have remained in the Plan-Directed MPB Option will once again be given the opportunity to enroll in the Self-Directed Option with the Vanguard Group. Similarly, participants currently enrolled in the Self-Directed Option will be given the opportunity to return to the Plan-Directed Option.

The Plan Office has begun the compilation of information and preparation of materials to be included in the enrollment kits. The kits are tentatively scheduled to be mailed to all eligible participants during the second week of August. A supply of additional kits will be available at most vessels and ports.

Vanguard representatives will be making presentations at many of the Union Halls on the regularly scheduled meeting day during the months of September, October and November. Presentations will also be held at the Calhoun MEBA Engineering School. Once definite dates for these information sessions are chosen, the schedule will be published via the Telex Times and in the September 2000 Issue of The Marine Officer.

Some important things to keep in mind during the upcoming months:

- Kits and materials will be mailed during the month of August 2000
- Open enrollment begins on September 1, 2000
- Open enrollment ends on November 17, 2000
- Any changes you elect to make will become effective as soon as practical after December 31, 2000
- If you are not going to make changes in your MPB investment option, you DO NOT need to complete any forms
- In order to participate in the Self-Directed Option, you must be vested in your MPB account

## QUALIFIED DOMESTIC RELATIONS ORDERS

Pension benefits are one of a worker's most valuable assets, and in a divorce the division of pension benefits should always be handled very carefully. The division of pension benefits from the MEBA Pension Plan can only be done by a court order that meets certain legal requirements. A court order that meets those requirements is called a Qualified Domestic Relations Order (a QDRO). The Plan often receives court orders that call for division of pension benefits, but that do not meet the requirements to be QDROs, and the Plan cannot comply with them. This article briefly outlines the requirements of a QDRO and the Plan's procedures for reviewing a court order to determine if it is a QDRO.

## QDRO REQUIREMENTS

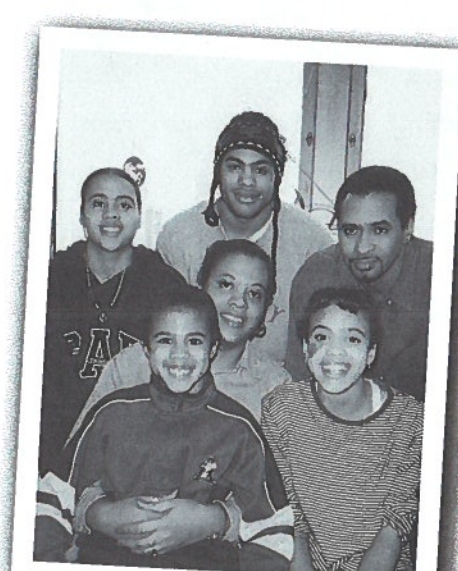
A QDRO is the only way to divide a participant's defined benefit pension, Money Purchase Benefit, or 401(k) benefit. A QDRO must meet the requirements of federal law (ERISA). Some of those requirements are very technical, and only a lawyer who is familiar with the law should prepare a QDRO. Among the requirements are the following:

- (1) A QDRO must be issued by a state court under the state's domestic relations law.
- (2) A QDRO must name the MEBA Pension Plan benefit or benefits to which it applies—the defined benefit pension, the

MEBA Assistant Engineer Gary Treadwell hovers over his wife Vivian and two children, daughter Kristen and Courtney.



Brother Rupert Coombs, MEBA Radio Officer aboard the FABC ship CHESAPEAKE BAY poses with his wife Loretta (center), his two youngest Branden and Crystal (front), and his teenagers Melina and Justin.



# and Benefits Plans

Money Purchase Benefit, or the 401(k) Plan.

- (3) A QDRO must give the names and addresses of the participant and the "Alternate Payee." The Alternate Payee is the person who is to receive part of the participant's benefits. An Alternate Payee must be a spouse, former spouse, child, or other legally recognized dependent of the participant. Other persons cannot be Alternate Payees.
- (4) A QDRO must specify the dollar amount or the percentage of the participant's benefits to be paid to the Alternate Payee, and the period during which payments are to be made.
- (5) A QDRO cannot require the Plan to provide any payment method to the Alternate Payee that is not otherwise available to the participant.
- (6) A QDRO cannot require the Plan to pay a larger benefit than the participant is otherwise entitled to receive.
- (7) A QDRO cannot require the Plan to pay benefits to an Alternate Payee if there is already another QDRO that requires the same benefits to be paid to a previous Alternate Payee. (However, a participant's pension may be subject to more than one QDRO and benefits may have to be paid to more than one Alternate Payee. The total amount to be paid to all of the Alternate Payees cannot exceed 100% of the participant's pension, though.)

In certain situations, a QDRO can provide for payments to an Alternate Payee to begin before the participant retires, but only if the QDRO meets several additional (and techni-

cal) requirements. In general, if the participant has not retired, the Alternate Payee cannot start receiving payments under a QDRO until the participant is age 50. Also, payments made to an Alternate Payee before the participant actually retires will be significantly reduced, because pre-retirement payments cannot include the value of the Plan's subsidized retirement benefits.

A QDRO should also cover survivor rights—what happens if the participant dies before the Alternate Payee, and vice versa.

In general, a QDRO for the Money Purchase Benefit or the 401(k) benefit provides for a separate account to be set up in the Alternate Payee's name. When the participant retires or reaches age 50, then the Alternate Payee can draw from the separate account.

## The Plan's QDRO Procedures

An order is not a QDRO until it has been accepted by the Plan. To avoid delay and expense, the Plan strongly recommends that a draft court order be submitted for review before it is signed by the court. Either the participant or the Alternate Payee (or their lawyers) may submit a draft of a court order. The Plan reviews all court orders with its legal counsel.

If the Plan determines that a court order can be accepted as a QDRO, the participant and Alternate Payee are notified in writing. The Plan may ask the Alternate Payee to provide additional information before payment of benefits or establishment of a separate account in the Alternate Payee's name.

If the Plan determines that a court order which has been submitted cannot be accepted as a QDRO, the participant and Alternate Payee (and their lawyers) are notified in writing, with the specific reasons why the court order cannot be accepted. The usual response is for the lawyer who prepared the order to make the changes that are needed and to submit the order for reconsideration.

During any period in which the qualified status of the court order is in dispute, the Plan will segregate the amounts that would have been payable to the Alternate Payee.

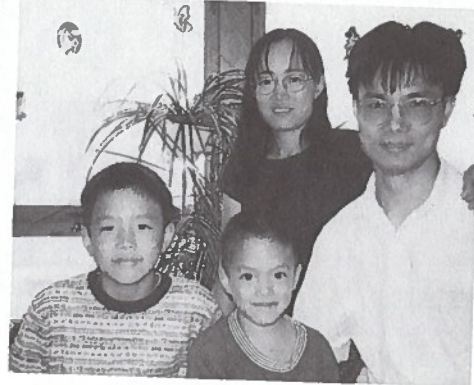
## Minimizing QDRO Problems

- (1) Always have an experienced lawyer prepare the QDRO. Many divorce lawyers are experts in domestic relations law, but not experts in preparing QDROs. Ask specifically about the QDRO experience of your lawyer.
- (2) Make sure the lawyer who is going to prepare the QDRO has accurate information about the Plan's provisions, especially benefit payment options and when payment can be made. Let the lawyer know you have a summary plan description that he or she can refer to.
- (3) Always submit a draft of the proposed QDRO to the Plan for review before submitting it to the court. This can save time and money, by allowing the lawyer to make any necessary changes to the order before going to the trouble of having it signed by the court.

If you need more information on QDROs, contact the Plan Office in Baltimore.



MEBA member Louis Martucci, a Sea-Land Port Engineer, shows off his family. Left to right are his daughter Nicole, wife Jeannette, and two sons, Marc and Michael.



Chun-Yi Liu, MEBA Chief Engineer sailing with Central Gulf Lines, is surrounded by his wife Tina-Xiao and two young sons, Justin and Jason.



# MEBA Porthole on Washington

● **S. 1510** – The MEBA helped Sen. McCain draft this new version of cruise legislation that has garnered favorable reviews over an earlier version the Senator had previously introduced. The “U.S. Cruise Vessel Act” allows foreign-built cruise ships to operate under the U.S.-flag between U.S. ports on a provisional basis. Temporary access to the domestic market relies on the stipulations that repair work be carried out in U.S. shipyards, that the operator agree to construct at least two vessels in a U.S. yard, and that the vessel in operation be owned by U.S. citizens. Sen. McCain, who is the Chairman of the Senate Commerce Committee, pointed out that the bill would jumpstart the U.S. cruise industry and create new jobs for seafarers. At press time, the proposal had cleared the Senate Commerce Committee and was awaiting the filing of the report on the measure before the bill could be debated on the Senate Floor. However, with precious few days left on the legislative calendar, the cruise bill is unlikely

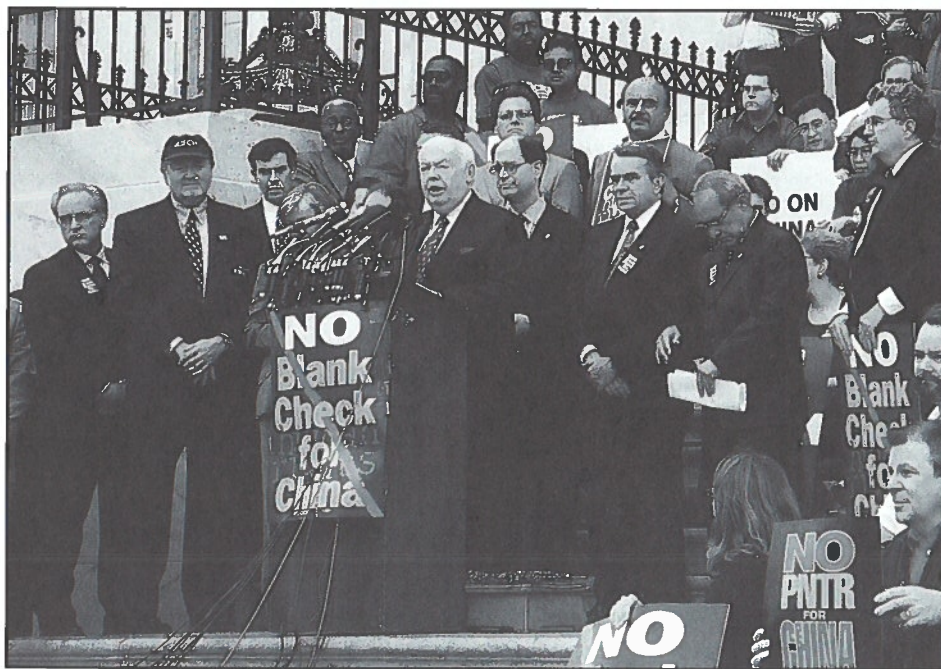
to sail onto the President’s desk although the groundwork has been laid for the measure to make an impact when Congress returns after the elections.

● The House of Representatives approved legislation granting permanent normalized trade relations (PNTR) with China in a 237-197 vote. Senate approval could prove to be more difficult than previously expected. Senate Majority Leader Trent Lott, as of press time, hoped to address the numerous spending bills left on the agenda before a China vote is scheduled. MEBA had shown allegiance with the AFL-CIO’s vigorous opposition to permanent trade status for China based on that country’s questionable human rights record and its belief that U.S. jobs would be sent overseas as a result. MEBA President Larry O’Toole and Secretary-Treasurer Bob McFeeters, together with rank and file members, joined the AFL-CIO and hundreds of protestors in a recent rally held at the U.S. Capitol.

● **S. 893** – Senator Gorton’s (R-WA) bid to protect mariners from dual taxation impose throughout different State jurisdictions has collected support and drawn a companion measure in the House (H.R. 1293 introduced by Washington Democrat Brian Baird). There is some conviction among Congressional insiders that Gorton is hungering for passage of his tax bill since he is facing a difficult re-election campaign and could use a legislative victory to bolster his cause.

● A temporary, limited waiver of the “three-year rule” allowing newly-constructed, foreign built, U.S.-flag bulk ships to carry government food aid cargo immediately without waiting three years, is under deliberation as the Marine Officer goes to press. This Administration-backed proposal is now part of House-Senate conference committee consideration of FY 2001 Defense Department authorization legislation (HR 4205). MEBA enthusiastically supports this provision that creates new jobs for MEBA and modernizes the U.S.-flag bulk fleet, at no cost to the American taxpayer. A recent Maritime Administration analysis shows that if only four newly built bulk ships entered the trades to carry food aid (P.L. 480, Food for Peace) to needy nations, U.S.-flag transportation costs would have been reduced by more than \$100 million over 5 years.

● **IRS Section 415** – Relief of Section 415 pension caps could see legislative daylight if the gathering support for the measure crests into compromise when the House and Senate convene in conference. At press time the House had managed to win Floor approval of the proposal through a newly revised version of H.R. 1102, “The Comprehensive Retirement and Pension Reform Act of 2000” in a 401-25 vote. This far-reaching pension reform plan contains provisions that lift the “dollar-limit” pension caps. Any changes to section 415 would come into effect after December 31, 2000. The situation in the Senate was more convoluted with the 415 language immersed within the Bankruptcy Reform bill (S. 625) which served as a vehicle to propel the bill to



MEBA demonstrated fraternity with the AFL-CIO as throngs of protestors warned Congress against the dangers of normalizing trade relations with China. MEBA President Larry O’Toole is on far right. To his left, the first tier surrounding the podium are: Congressman Joe Baca (D-CA), Rep. Dale Kildee (D-Mich.), Rep. Brad Sherman (D-CA), AFL-CIO President John Sweeney, Rep. Lynn Woolsey (D-CA) (partially obscured), Rep. Rush Holt D-N.J.), United Food & Commercial Workers Union President Doug Dority and Rep. Ron Klink (D-PA).

the Floor. However, the provision must be extricated from the Bankruptcy language in order to facilitate a Conference with the House version. Section 415 relief provisions are also included in the House Minimum Wage/Tax Package (H.R. 3081) that passed the House in March. As the Marine Officer went to print, Senate Majority Leader Trent Lott was working behind the scenes to separate minimum wage and tax language from the Bankruptcy bill to reconcile differences with the House-passed version.

- Besides contributing to your Political Action Fund, members are making their voices heard in Washington D.C. Alan Valley, Second Mate aboard the liquefied natural gas (LNG) vessel TAURUS sent a stream of letters to the entire Congressional delegation in his State (Maine) condemning the Maritime Administration's permission to re-flag the last eight U.S.-flag LNG ships. Valley allied himself with Military Sealift Command's Vice Admiral Gordon Holder who told Sen. John McCain's Commerce Committee, at a recent hearing, that the dwindling pool of U.S. mariners available to support critical MSC operations cannot be allowed to further diminish. MSC is the largest single employer of U.S. mariners. "The U.S. Merchant Marine is at a critical juncture," Valley announced in his letter. "Currently, less than 3% of all waterborne international commerce conducted by the U.S.A. is carried on U.S. bottoms. He bemoaned the fact that MarAd, sworn to promote the merchant marine, is violating that dictate by sending U.S. jobs overseas. "If we had a strong Maritime Administration and a strong maritime policy it would be unnecessary to spend the billions of dollars that the military is spending on sealift capability. The fourth arm of the National defense, the U.S. Merchant Marine would carry the load. We would carry the load as we have done in every conflict this nation has been involved with, EVER!" If you would like to forward your opinions to the people who make policy, Malissa Zimmerman in the Legislative Department at Headquarters can help you make contact. Call her at (202) 638-5355.

- Clyde Hart Jr. has excused himself from his duties as Maritime Administrator to head up a fledgling agency created in January to advance roadway safety. He took the reins of the Federal Motor Carrier Safety Administration in late May on "a temporary basis." John Graykowski, serves as Acting Maritime Administrator in his absence.
- Congresswoman Lucille Roybal-Allard (D-CA) was briefed on maritime issues by MEBA President Larry O'Toole when she made a recent visit to Headquarters. A Member of Congress since 1992, Roybal-Allard's membership on the Appropriations Committee's Commerce, Justice, State and Judiciary panel allows her to cast important votes on issues that matter to the membership such as cargo preference, the Maritime Security Program and the Jones Act. "We look forward to a long and fruitful relationship with Rep. Roybal-Allard," O'Toole declared. "She has shown keen interest in the U.S.-flag fleet and she is sympathetic to the problems we face. I am sure we will be able to work together in the future for the best interests of the American Merchant Marine."



*Clyde Hart Jr. is taking a hiatus from the Maritime Administration.*

- A maritime policy working group headed up by a former Maritime Administrator has released a report calling for the U.S. to undertake immediate steps to preserve the intent of existing maritime programs and policies. Maritime Policy Initiatives issued by Retired Navy Vice Admiral Albert Herberger's Working Group operating under the arm of the National Defense Transportation Association's (NDTA) Military Sealift Committee offers numerous recommendations to ensure a sizeable U.S.-flag merchant fleet as well as a vibrant employment base to fulfill national security needs. It analyzes how the successes of maritime policy were achieved and stresses the importance of retention and progression of accomplishments such as the Maritime Security Program (MSP) and the Voluntary Intermodal Sealift Agreement (VISA). The report also recommended that new initiatives be fostered to attract private investment into the U.S.-flag registry and to shrink operating and capital costs confronted by U.S. carriers. It presents multifaceted proposals to counteract the considerable economic advantages foreign-flag ships enjoy through subsidization and favorable tax treatment. "No country in the world has a greater interest in maintaining a viable national-flag commercial fleet of sufficient size and capacity to support its national interests than does the United States," the report asserted.
- The frontrunner for an open seat in the Congressional election for Washington State visited Headquarters in late May where MEBA and maritime industry representatives greeted the candidate. MEBA chief Larry O'Toole as well as Secretary-Treasurer Bob McFeeters were among a contingent who found Rick Larsen, a 34-year old Democrat, surprisingly well-informed on issues such as cargo preference and the Jones Act. Larsen, who is well ahead of his Republican opponent, John Koster, in both critical and financial support, is looking to assume the vacancy left by 72-year old Republican Jack Metcalf who agreed to step down from his post after a three-term limit pledge.

## JERRY L. BECK

Jerry L. Beck passed on at the age of 59 while still an active member of the MEBA, which he joined in 1969. He last sailed in 1992 for Union Marine and had been living in Spokane, WA. The MEBA is not aware of survivors to Brother Beck.

## WILBERT N. BOCK

Wilbert N. Bock passed on at the age of 76 on March 28, 2000. He had last sailed with the MEBA-contracted company Sea-Land in 1985 and retired later that same year after a career with MEBA dating back to 1951. Brother Bock had lived in Virginia Beach, VA and is survived by his wife Marion.

## MICHAEL A. BOROVSKY

Michael A. Borovsky passed on at the age of 82 on March 4, 2000. He had been retired for nearly 20 years and last sailed with Central Gulf in 1980. Brother Borovsky had been residing in Carmel, NY and leaves behind a daughter, Michelle Carlson.

## HOWARD J. BRADLEY

Howard J. Bradley passed away on December 3, 1999 at the age of 77. Retired since 1985 Brother Bradley last sailed for Union Marine in 1984. He was a member of District 3 - Radio Officers Union that he joined in September 1966. He had been living in Fort Wayne, IN at the time of his death. He is survived by his wife Dorothy.

## RICHARD H. BRANNON

Richard H. Brannon departed on February 8, 2000 after 81 years of life. He last sailed with Energy Transportation in 1980 after which he retired. He had been a member since 1940 and was living in Pacifica, CA. Brother Brannon is survived by his wife Marianne.



## CHARLES R. BURCH

Charles R. Burch passed on at the young age of 55 on February 2, 2000. An active member, Brother Burch had worked continuously since he became a MEBA member in 1979. He last shipped out with Sea-Land in 1998 and called West Palm Beach, FL home. The MEBA has no record of survivors.

## WILLIAM H. CAMPBELL

William H. Campbell's life ended on January 5, 2000 at 88 years old. He had retired from the Union in 1985 having joined in 1962. Brother Campbell had been living in Leesville, LA and is survived by his sister Ima Palmer.



## WELDON F. CANNON

Weldon F. Cannon died at the age of 78 on November 6, 1999. He had become a member in 1977 before retiring in 1988. Brother Cannon had been living in Mathews, VA and is survived by his wife Mary.

## DENZEL R. CARPENTER

Denzel R. Carpenter completed his life on December 16, 1999 at the age of 96. Records concerning his early life with the union are incomplete though they show he had accrued 25 years of pension credit when he retired in October of 1968. Brother Carpenter had lived in Pine Grove, CA at the time of his death and is survived by three daughters, Denise Foster, Paula Dunn and Sharon Crow.

## ROBERT W. CATTAN

Robert W. Cattan passed away at the age of 52 on July 4, 1999. He last sailed in 1997 as the Second Assistant aboard the Export Freedom with Farrell Lines. Brother Cattan called New Jersey his home and is survived by his father Robert M. Cattan.



## MICHAEL CIHOMSKY

Michael Cihomsky passed away on July 4, 1999 at the age of 78. He had retired in January of 1987 having joined the Union in April of 1950. Brother Cihomsky had been residing in Reno, NV and is survived by his wife Helen along with a son and daughter Mitchell and Helene.



## ANDREW COCHRANE

Andrew Cochrane died on January 15, 2000 at 73 years old. He had retired in 1978 and accumulated over 26 years of pension credit. He last sailed for Sea-Land in 1977 and most recently was living in Vancouver, WA. Brother Cochrane is survived by his wife Geraldine.

## JOHN J. COLE

John J. Cole died on February 18, 2000 after 21 years of retirement. He was 87 years old. Brother Cole last sailed in 1978 for U.S. Lines. He had been living in Minden, NV and is survived by his wife Julia.



## HERBERT N. COLLINS

Herbert N. Collins died on November 24, 1999 after 82 years of life. Retiring in 1982 Brother Collins had joined the Union in 1946 and last sailed in 1981 for Delta Lines. He had been living in Duluth, MN at the time of his death and leaves no record with MEBA of survivors.



## DOUGLAS W. CROFTON

Douglas W. Crofton, a long-time and active MEBA member, died at the age of 85 on March 13, 2000. He came to the Union in 1942 and accrued almost 38 years of pension before his retirement in 1980. He last shipped out with the MEBA-contracted company Waterman Steamship in 1979. Brother Crofton lived in Duluth, GA and is survived by his sister, Janice Cook.

## EDMUND A. CURRY

Edmund A. Curry died on March 7, 2000 after over 30 years of retirement. He had accumulated 25 years of pension credit and last sailed with Pacific Coast Transport in 1964. Brother Curry was 84 years old and living in Miami Beach, FL at the time of his death. He is survived by his wife Juanita.

## AUSTIN D. CUSHMAN, JR.

Austin D. Cushman, Jr. passed away on December 13, 1999 at the age of 89. The records of the early years of his employment are unknown but he joined the Brotherhood of Marine Officers and accumulated over 43 years of pension credit before retiring in 1973. Brother Cushman had been living in Sebring, FL and is survived by his wife Florence.

## CLAUDE F. DANIEL, JR.

Claude F. Daniel, Jr. passed on at the age of 82 on November 30, 1999. He had become a member in June of 1965 before retiring in February 1986. Brother Daniel was living in Cordova, SC at the time of his death and leaves behind no record of survivors.

## ROBERT W. DOBSON

Robert W. Dobson passed away on December 22, 1978 at 88 years of age. He retired in 1978 after building up over 32 years of pension credit. Brother Dobson last sailed for U.S. Lines in 1977 and was living in Tucson, AZ at the time of his death. He is survived by his wife Katherine.

## WALTER R. ECKHARDT

Walter R. Eckhardt departed on March 28, 2000 at the age of 73. He'd collected almost 26 years of pension credit before his retirement in 1986. He began his career with the MEBA in 1956 and sailed with various MEBA-contracted companies before he last went to sea in 1984. Brother Eckhardt had lived in Somerville, MA and leaves behind his wife Betty.



## CHARLES E. EDWARDS

Charles E. Edwards passed away on December 4, 1999. He was 81 years old and had been living in Gwynn, VA. Brother Edward spent nearly 40 years with the MEBA having joined in 1943. He last sailed with U.S. Lines in 1982 before retiring on New Year's Day 1983. He is survived by his wife Ella.

## RUDOLPH W. FELTY

Rudolph W. Felty died on November 20, 1999 at the age of 76. An active member for 40 years he last sailed for the MEBA-contracted Lykes Bros. in 1985. Brother Felty lived in Homosasia Springs, FL and leaves no record with MEBA of survivors.

## JOHN FLANAGAN

John Flanagan died on January 17, 2000 at the grand old age of 101 having lived in three different centuries. He had been retired for 33 years and last sailed in 1963. Brother Flanagan had lived in Long Beach, CA and left no record of survivors.



## DAVID W. FRANKLIN

David W. Franklin passed away on February 23, 2000 at the age of 63. Navy veteran and a MEBA member since 1969, he last sailed with Matson Navigation in 1994 before his retirement in 1996. Brother Franklin had lived in Vancouver, WA for the last 29 years and is survived by his wife Elizabeth, three sons, a brother and five grandchildren. He was buried at sea, finished with engines.

## JOHN A. GEGAN

John A. Gegan passed away on January 10, 2000 at the age of 67. He had retired in 1992 after a career with the Union, which began in 1964. He last sailed for Waterman Steamship in 1991. Brother Gegan had resided in Summerdale, AL and leaves behind a son, Ja and daughter, Denise.

## KENNETH J. GOODE

Kenneth J. Goode passed away on January 31, 2000, a retiree since 1984. He had joined the Union in 1961 and most recently sailed for Marine Transport Lines in 1983. Brother Goode had been living in Oxford, AR and is survived by his wife Betty. He was 73.

## JOHNIE I. GRIFFIN

Johnie Griffin, who joined the Union in 1946, died on December 29, 1999. Brother Griffin had been living in Houston, TX following his retirement in June of 1985. He was 75 at the time of his death and leaves behind his wife, Vellie.

## PAUL S. IWATA

Paul S. Iwata, a MEBA member since 1963, died on January 31, 2000 at the age of 62. He had only been retired since December 1997 and last sailed that very year with American President Lines. Brother Iwata had been living in Pinole, CA and is survived by his wife Eiko.



## DONALD R. JACKSON

Donald R. Jackson died on February 27, 2000 at 72. He had been a member since 1955 and last sailed in 1986 for Lykes Brothers. Brother Jackson retired in 1987 and was living in New Orleans, LA at the time of his death. He is survived by his wife Cherry.

## JOHN W. JEFFRIES

John W. Jeffries died on February 18, 2000 after 72 years of life. He had retired from the Union in 1992 having joined in 1966. Brother Jeffries had been living in Barrington, NJ and is survived by his wife Mabel.

## VICTOR A. JIMENEZ

Victor A. Jimenez died at 99 years old on January 29, 2000. He had enjoyed over 33 years of retirement and most recently sailed for American President Lines in 1965. Brother Jimenez had resided in Brooklyn, NY and is survived by his wife Etelvina and five daughters. A veteran of World War II, he was buried in Arlington National Cemetery.

## WILLIE R. JOSEPH

Willie R. Joseph passed on at the age of 78 on March 21, 2000. He joined the membership in 1965 and last sailed with Farrell Lines in 1984, the year of his retirement. Brother Joseph made his home in Bronx, NY. He is survived by his two sons, Curtis and Jason.

## JOHN M. JUSTESSEN

John M. Justesen departed on December 26, 1999 at the age of 89. He had retired in 1971. It was not known when he joined the Union though he had 25 years of pension credit. Brother Justesen had been living in Eatontown, NJ and is survived by his sister, Gladys.

## ALVA L. KENNEDY

Alva L. Kennedy died on March 25, 2000 after 21 years of retirement. He accumulated almost 22 years of pension credit in his career with the MEBA. Brother Kennedy called Monticello, FL home. He was 78 at the time of his death. He is survived by his wife Phyllis.

## CHARLES D. KERWIN

Charles D. Kerwin passed away on December 7, 1999 at the age of 89. Retired since February 1973 Brother Kerwin joined the Brotherhood of Marine Officers before its merge with the MEBA and had accumulated 17 years of pension credit. Brother Kerwin was living in Robbinsville, NJ at the time of his death and leaves behind a wife, Margherita.

## RICHARD KIKER

Richard Kiker passed away at the age of 74 on July 3, 1999. He joined the Union in 1961 and last sailed in 1984 for Lykes Brothers a year before he retired. Brother Kiker resided in Houma, LA and is survived by his stepson, Bennie Prejean.

## EDWARD KNOREK

Edward Knorek's life was brought to a close on October 4, 1999 at the age of 73. Brother Knorek joined District No. 3 - Radio Officers Union and accumulated thirty years of pension credit before retiring in 1976. He had been living in Sorrento, FL and is survived by his brother Frank and son Wayne.

## CLAUDE I. KNUDSEN

Claude I. Knudsen. A long-time MEBA member died at the age of 90 on March 9, 2000. He accumulated 30 years of pension credit and last sailed for Matson Navigation in 1976 before his retirement later that year. Brother Knudsen had been living in Oxnard, CA and leaves MEBA no record of survivors.

## ROBERT M. KRALJEVIC

Robert M. Kraljevic completed his life on January 9, 2000 after 72 years. A retiree since 1978, he last sailed for Vantage Steamship in 1977. Brother Kraljevic had been living in Mobile, AL and is survived by his wife Jean.

## FREDERICK J. LASOULEY

Frederick J. Lasouley departed on January 15, 2000 at the age of 81. He joined in 1944 and last sailed for Waterman Steamship in 1984, the year he retired. Brother Lasouley had been living in Novato, CA and leaves behind his wife, Jane.

## ADOLF B. LINDEBORG

Adolf B. Lindeborg passed away at the age of 78 on January 4, 2000. He retired in 1973 after accumulating almost seventeen years of pension credit. Brother Lindeborg made his home in Edgewater, FL. The MEBA is not aware of survivors.



## JOSE A. MARTINEZ

Jose A. Martinez passed away on February 28, 2000 at the age of 74. He had joined the membership in 1944 and last sailed for Puerto Rico Marine in 1981 before retiring in June of 1986. Brother Martinez had been living in Bayamon, Puerto Rico. He is survived by his wife Julia Diaz.

## JOHN F. MASON

John F. Mason departed on February 25, 2000 at the age of 84. He accrued 30 years of pension credit between 1944 when he enlisted with MEBA to November 1980 when he retired. He last sailed for Keystone Shipping in 1980. Brother Mason had resided in Kankakee, IL and is survived by his wife Darlene.



## ORVILLE I. MCCALLISTER

Orville I. McCallister died on January 27, 2000 at the age of 77. He last sailed in June of 1984 with American President Lines and retired that year. Brother McCallister had joined the Union in 1947. He had been living in Wald Port, OR at the time of his death and is survived by his wife Angelita.

## IAIN A. MCLAREN

Iain A. McLaren passed away on January 2, 2000 at the age of 76. He had become a member of the Union in 1958 before retiring to Metairie, LA in December 1983. Brother McLaren last sailed the year he retired and left no record of survivors.

## GILBERT H. MEIGHAN

Gilbert H. Meighan died on January 13, 2000 at the age of 74. Brother Meighan had been retired since the first day of 1985 after a Union career that began in 1966. Brother Meighan last sailed with Trinidad in 1984 and had been residing in Miami, FL. He leaves behind a son, Anthony.



## CHARLES V. MICHALIK

Charles V. Michalik passed away at the age of 84 on February 16, 2000. He had been retired since 1980 after a career with MEBA dating back to 1944. Brother Michalik had been residing in Meraux, LA and is survived by his wife Victoria and son Michael.

## ELLWOOD W. MOFFITT

Ellwood W. Moffitt died on July 5, 1999 at 78 years of age. Retired in July 1970, Brother Kerwin had amassed 21 years of pension credit. He had been living in North Little Rock, AR at the time of his death and is survived by his wife Lisa.

## JAMES A. MORRISSEY

James A. Morrissey died on April 23, 2000 after a retirement that began in 1973. He last sailed for States Marine Lines in the early 70's and resided in East Hampton, NY. Brother Morrissey was 90 years old when he died and is survived by his wife Catherine.

## LEON M. NAZAROFF

Leon N. Nazaroff died on January 9, 1999. Brother Nazaroff joined the MEBA in 1940 before his retirement on September 1, 1963. The 91 year old last resided in Santa Rosa, CA and leaves behind a son, Ray and grandson John.



## JOHN W. PERRY

John W. Perry died on March 18, 2000. He was 77 years old. His last employment under a MEBA contract was with U.S. Lines in 1961. Brother Perry retired in 1972 with 25 years of pension credit. He had resided in Davie, FL and is survived by his wife Mary.

## STEVEN L. POLUMSKY

Steven L. Polumsky died on March 19, 2000 at the age of 50. He joined the Union in 1971 and had just retired. Brother Polumsky had resided in Boca Raton, FL and leaves behind a wife, Gladys.



## ROBERT W. POST

Robert W. Post passed away on October 26, 1999 at age 81. He joined in 1942, retiring almost 40 years later in mid-1981. Brother Post last sailed for American Foreign Shipping in 1979 and had been living in Condon, MT. The MEBA has no record of survivors.

## JAMES T. PRESTON

James T. Preston passed away on March 30, 2000 at the age of 70. He had retired in July of 1992 from a MEBA career that began in 1966. He last sailed with MEBA-contracted Marine Transport Lines months before his retirement. Brother Preston made his home in Kenner, LA and is survived by his wife Corinne.

## GUY G. RIZOR

Union Brother Guy G. Rizor passed away on April 6, 2000 at the age of 74. He joined the Union in 1944 and retired in 1976. He last worked for the American Mail Lines and resided in Boring, OR. He is survived by his daughter Lisa Johnson.



## JULIAN SIRVAIN, JR.

Julian Sirvain Jr., a long-time member, passed away on March 27, 2000. He joined the MEBA following World War II and last sailed with Sea-Land in 1985 before retiring later that same year. He made his home in Rohnert Park, CA and is survived by a cousin Donald Giusti. Brother Sirvain was 73.



## THOMAS W. SKIDMORE, JR.

Thomas W. Skidmore, Jr. passed away on January 11, 2000 at the age of 72. He had been a Union member since 1951. Brother Skidmore had been retired since March 1985 and last sailed with Sea-Land in 1984. He had lived in Pomona Park, FL and is survived by his wife Jolene.



## ERIC SONNICHSEN

Eric Sonnichsen died on December 31, 1999. He was 90 years old. Brother Sonnichsen had retired in 1973 and was living in Ridgefield, CT. He is survived by his daughter Ingrid.

## HERBERT A. ST LAURENT

Herbert A. St. Laurent departed on February 26, 2000. He was 80 years old. Brother St. Laurent had retired in 1983, the year he last sailed, after a career with the Union stretching back to 1947. He had been living in Leavenworth, WA and is survived by his daughter Jeanine Butler.



## ANDREW J. TATOM

Andrew J. Tatom died on March 11, 2000 at the age of 97. He enjoyed a 31-year retirement. He had been living in West Townshend, VT. Brother Tatom is survived by his wife Anita.

## ROBERT L. THOMPSON

Robert L. Thompson died on November 7, 1999 at the age of 81. Retired since January 1984 Brother Thompson had been living in Mobile, AL. He sailed under MEBA contracts for 39 years and last served aboard a Lykes Bros. vessel in 1983. His wife Florine survives him.



## JOHN H. TURNER

John H. Turner died on January 2, 2000 at 80 years old. He last sailed for Marine Transport Lines in 1982, a year before he retired. He began his membership with District 3 - Radio Officers Union in 1941. Brother Turner had been living in Deltona, FL and leaves behind a wife, Dorothy and son Robert, as well as two daughters, Annabel Hoshaw and Carol Healy.

## HAROLD M. WARNER

Harold M. Warner passed away on March 14, 2000 at age 78. He had joined the membership in 1944 and had 38 years of pension credit. He last sailed for Union Carbide in 1982 and retired later that year. Brother Warner was living in Westminster, MD. He is survived by his son Allen.

## RICHARD J. WHITE

Richard J. White died on December 13, 1999 at the age of 85. He retired in September 1977 and accrued over 31 years of pension credit. Brother White lived in Grants Pass, OR and is survived by his son Richard.



## WILLIAM J. WREY

William J. Wrey departed on November 8, 1999 at 82 years old. He last sailed with Puerto Rico Marine in 1983 having joined the Union in 1980. He called New York City his home. The MEBA has no record of survivors.

## Meeting Schedule

| Port           | August 2000 | September 2000 |
|----------------|-------------|----------------|
| Baltimore      | Tues. 8     | Tues. 5        |
| Boston         | Mon. 7      | Tues. 5        |
| Calhoon School | Wed. 9      | -              |
| Honolulu       | Fri. 11     | Fri. 8         |
| Houston        | Tues. 8     | Tues. 5        |
| Jacksonville   | Wed. 9      | Wed. 6         |
| Los Angeles    | Thurs. 10   | Thurs. 7       |
| New Orleans    | Wed. 9      | Wed. 6         |
| New York       | Thurs. 10   | Thurs. 7       |
| Norfolk        | Thurs. 10   | Thurs. 7       |
| Portland       | Wed. 9      | Wed. 6         |
| San Francisco  | Tues. 8     | Tues. 5        |
| Seattle        | Mon. 7      | Tues. 5        |
| Tampa          | Thurs. 10   | Thurs. 7       |

# MEBA DIRECTORY, D1-PCD

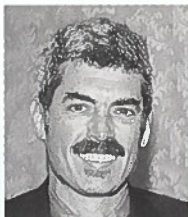
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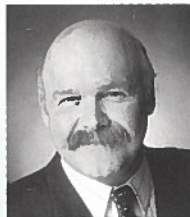
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Bob McFeeters,  
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Bud Jacque,  
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Ron Davis,  
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### Professional Airways Systems Specialists (PASS)

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## Your Political Action Fund at Work

# MEBA Fostering Friendships With Lawmakers

The battle to ensure good earning jobs for our Members is buoyed by the ability to exert influence on those lawmakers who can convey our concerns to the legislative arena. Giving a voice to the Union's points of interest in Washington D.C. often begins by nurturing friendships with promising young legislators. One such prospect is Rick Larsen, a 34-year old Democrat fighting for the vacant Congressional seat in Washington State left by Jack Metcalf. Larsen is the frontrunner in the hotly contested election of the State's Second District. The candidate met with representatives at MEBA's Seattle hall as well as at Headquarters. Although it is early in his political life, Larsen has come to be known as a friend of labor. MEBA President O'Toole was impressed with the candidate's knowledge of Jones Act and cargo preference issues.



MEBA's Executive Vice President Bud Jacque (2nd from left) rubs elbows with Alaska Governor Tony Knowles (on the left), Department of Labor official Rebecca Nance Gomer and Alaska's AFL-CIO President Mano Fry. Governor Knowles, a friend of the MEBA, has been eying higher office.



Congressional candidate Rick Larsen flanked by MEBA President Larry O'Toole and Secretary-Treasurer Bob McFeeters during his Headquarters visit. O'Toole found the candidate to be receptive in a briefing that highlighted issues of concern to the MEBA membership.



Deep-sea member Rolando Gumanas explained that a healthy PAF is needed to further conditions that lead to wage and benefit increases for the membership. His upbringing in the Philippines alerted him to inequities in labor conditions and convinced him to give for the betterment of the seafarer. "I cherish my union rights, so I contribute to the PAF."

For those members contributing \$1,000 or more in a calendar year to the Political Action Fund, the MEBA is acknowledging their generosity with a keepsake gold watch. The following members qualified for gold watch status in 1999: Larry O'Toole - gave \$3,443.16; Daniel Hansen - \$2,100; William Tracy - \$1,700; James Hannan - \$1,400; Thomas O'Keefe - \$1,300; Michael Derke - \$1,225; Robert McFeeters - \$1,150; Michael Ingrao - \$1,150; Paul Krupa - \$1,025.36; and Doug Bull - \$1,000.



MEBA's Baltimore Branch Agent, Tom Leahy (far right) poses next to Congressman Nick Lampson (D-TX) aboard the TEXAS CLIPPER II, the Texas A&M training vessel. Along with him are (l-r) RADM Richard Lukens, Superintendent of the ship; Chief Engineer and MEBA member Terry Murr; and 1st Assistant Engineer and MEBA member Steve Smith. Leahy visited the training ship as part of a recruiting mission.

### Get the Vote Out!

**Remember to register and exercise the privilege to cast your vote. Apathy is the enemy of a free society.**