

Marine Engineers' Beneficial Association

Marine Officer



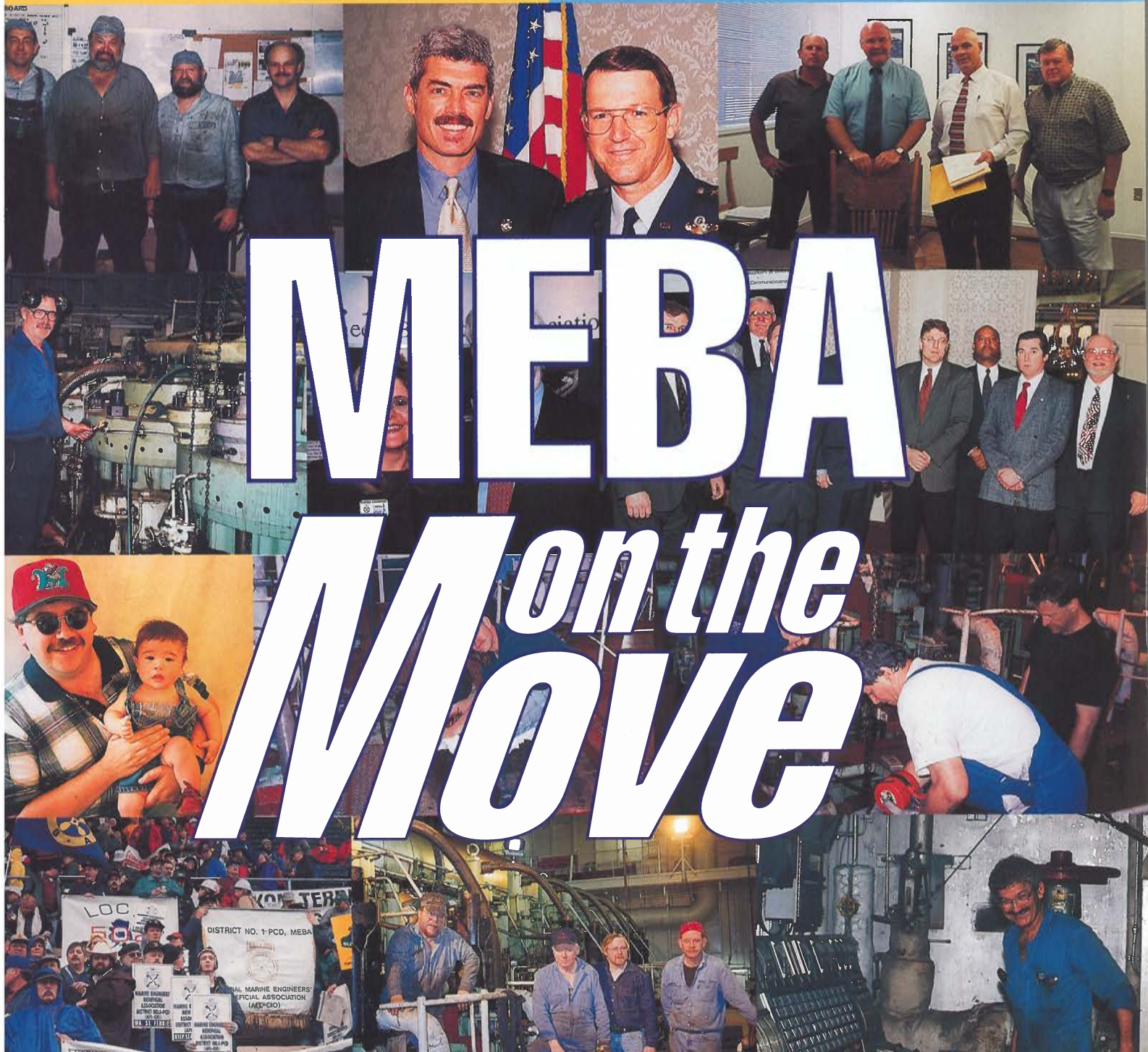
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MEBA On the Move





OUR FUTURE

Agenda for the American Merchant Marine

(The following is adapted from an address by MEBA President Larry O'Toole to the 106th Convention of the National Marine Engineers' Beneficial Association in Baltimore, MD, March 20, 2000.)

The heyday of the American Merchant Marine came in the days when we had very strong government support. Our challenge now is to work effectively toward creating that same kind of support for a national shipping policy for the new century.

An opportunity is before us with the presidential campaign this year. We need to work together with the other maritime labor unions in raising a common voice to support a candidate who is going to understand the importance of the American Merchant Marine. The presidential race is especially important to us because there is tax legislation before Congress right now that is important to the U.S.-flag

companies that employ so many of our members.

And that is connected to the next step, which is to adapt U.S. tax law to the things that are happening in Europe. European countries are in the same position as we are in the sense that they want to take steps to preserve their national flag fleets. They are experimenting with ideas like the tonnage tax, and we need to think about how a

I listened to a speech recently by former Maritime Administrator Al Herberger and he pointed out another area where opportunities exist for the American Merchant Marine. The Interstate 95 highway corridor is burdened with tractor-trailer trucks that run up and down the East Coast. In fact, right now if you drive between Washington and New York it is a lucky day if you are not hit with heavy

it took – it took three or four years at least – to get the MSP passed. So the time is now to start work on a program to come after the MSP.

The U.S. cruise industry stands out as a failure on the part of this industry to stop the invasion of foreign interests into our port cities down south, where they dominate the cruise market. It is probably too late to reverse this because they have real political clout and the amount of money that is generated by these companies puts them in a very strong position. But we can get into the game by supporting the legislation prepared by Sen. McCain, which will give the American-flag industry a foothold and a place where we can grow.

So my conclusion today is that we have opportunities in front of us right now and we need to take action so that these opportunities do not slip away from us. I am committed to working closely together with the other maritime unions and with the U.S.-flag shipping companies to take advantage of these opportunities.

I don't want to end on a downbeat note but I think it is important for us to realize what is at stake if we fail to take these opportunities. The American Merchant Marine is in a perilous position right now and further decline could very well threaten the continued existence of our union. That means that the opportunities out there must be approached very, very seriously.

We owe it to union members who have worked over the last 125 years to make our organization a success to pass their legacy on to the next generation.

"I am committed to working closely with the other maritime unions and with the U.S.-flag shipping companies to take advantage of the opportunities before us."

tonnage tax might provide opportunities for growth in the American Merchant Marine.

Another area that I am familiar with because of my involvement in it about ten years ago is an initiative to change U.S. Coast Guard regulations as they apply to building and operating ships. The idea was to bring American regulations into line with international regulations. Although some progress was made, it was still not enough to make a big difference and the U.S.-flag companies that employ our people are still burdened with excessive regulation. I think this is one area where changes can be made safely. I want to stress that this needs to be done with safety foremost in our minds because it is our job to see that our members are protected.

traffic congestion. I can remember a time not too long ago when there were only a couple of days a week that you had to avoid because of the congestion. Now it is most every day.

Yet along the coast we have water highways that could easily connect the northern ports and the southern ports. There is an opportunity for the American Merchant Marine here but it's going to take a big step and big commitment by the federal government and the state agencies to come up with a program that would utilize coastal shipping to alleviate the traffic on I-95 and also benefit the U.S. fleet.

We also have to be aware that year 2005 is going to be an important juncture for us and that is because the Maritime Security Program will expire in 2005. We all remember how long

Marine Officer

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

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

COVER STORY

The photos on the cover reflect the wide variety of interests of MEBA members. At left, in the top row, are MEBA seagoing engineers, including Scotty Ducharme (third from left). At center is MEBA Secretary-Treasurer Bob McFeeters with Gen. Tony Robertson, a top officer in the U. S. Transportation Command. At right are four of the members of the union's Chevron contract negotiating team: Dave Cash, Pacific Coast Vice President Bud Jacque, San Francisco Patrolman Jon Anderson, and Representative Bill Ward. In the second row, at left, is member Neal Jordan, serving here as First A/E on the *Sealand Galveston*. At right, in the foreground, are Atlantic Coast Vice President Paul Krupa, Gulf Coast Vice President Ron Davis, and Assistant General Counsel George Clements. In the third row, at left, is member Jim Twomey and son Zachary. In the bottom row, left, is a group of MEBA members showing the union flag at the AFL-CIO protest in Seattle against the World Trade Organization. At center are MEBA engineers John Sampson, Rick Banigan, Dallas Crow, and Jim McCrary, all at work in the engine room of the *APL Korea*. In photo at right is MEBA engineer Cecil Ray.

MEBA Raises International Profile

In a move aimed at increasing the union's influence in the international shipping industry, the MEBA has restored its full membership in the Officers Union of International Seamen (OUIS). The MEBA, one of the original founders of the OUIS in the early 1990s, has not played an active role in the organization since 1996.

The goal of the OUIS is to "organize the unorganized." Specifically, the OUIS seeks to provide the benefits of union membership to marine officers who work on flag-of-convenience vessels controlled by American companies. There are thousands of such marine officers in the world merchant fleet and a significant number of them are suffering from lax enforcement of international labor and safety regulations. The OUIS establishes collective bargaining agreements that improve wages and working conditions for these officers wherever they operate.

Such efforts have direct and lasting benefits for the MEBA members currently working on American-flag ships, according to Bob McFeeters, MEBA Secretary-Treasurer and President of the OUIS. They will help raise wage and benefit levels on the foreign-flag ships that often unfairly compete with legitimate U.S.-flag shipping companies. They will help "raise the bar" in the entire world shipping industry, and thereby provide a more level playing field for MEBA-contracted American ships, McFeeters said.

The OUIS – which was originally established jointly by the MEBA and the International Organization of Masters Mates & Pilots – is directly linked to the International Transport Workers Federation (ITF) and its Flag of Convenience campaign.

The ITF, with which both the MEBA and the MM&P have long been affiliated, recognizes that legitimate maritime labor unions from major sea-going nations have jurisdictional rights over the flag-of-convenience vessels controlled in their home countries. In the case of the United States, the ITF recognizes the MEBA and the MM&P as having jurisdiction over the marine officer billets on flag-of-convenience vessels owned by American corporations.

As the holders of the jurisdictional rights over the marine officer billets on these flag-of-convenience ships, the MEBA and the MM&P established the OUIS as a means to offer ITF-approved

collective bargaining agreements to a large number of American shipping companies. ITF-approved agreements ensure that the men and women working aboard flag-of-convenience vessels are guaranteed basic rights, and that American companies do not abuse the flag-of-convenience system.

Even more directly, the OUIS is able to offer MEBA members an opportunity to work on foreign-flag vessels.

to the old international liner division of Sea-Land Service.

This referral agreement has been in effect since the mid-1990s and has recently been renewed to increase the number of marine officer billets available to MEBA officers. A number of MEBA members have worked on Sea-Land's Marshall Islands-flag vessels under this agreement, and the 1999 renewal of the OUIS pact has the potential to increase the number.

In the future it is anticipated that other agreements based on the Hanseatic model will be signed and that they will create other opportunities for MEBA members on foreign-flag vessels.

"The MEBA is committed to creative solutions to the problems of the American-flag merchant marine. We want to create new

opportunities for our members and want to raise the profile of the MEBA in the world shipping community. By re-joining the OUIS and becoming an active participant in its affairs, we have taken steps toward realizing these commitments," McFeeters commented.

.....
"OUIS efforts have a direct and lasting benefit for all MEBA members, wherever they work. They level the playing field for American workers throughout the world maritime industry."

Currently, the OUIS has a referral agreement with the German ship management company known as Hanseatic. Under the referral agreement, Hanseatic offers employment to MEBA members on certain flag-of-convenience ships controlled by Maersk Sealand, the successor

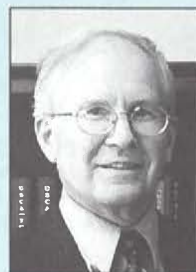
Union's Political Staff Strengthened

The MEBA has beefed up its efforts to influence political and legislative affairs in Washington, DC, with a reorganization of the government affairs staff.

MEBA Director of Legal & Legislative Affairs Pat Morris, at right, has restructured his workload to devote most of his time to legislative initiatives and political outreach. While he will continue his overall responsibility for the union's legal affairs, Morris will concentrate most directly on legislation and long-term strategies to benefit the MEBA. As part of the restructuring, MEBA Headquarters Representative George Clements has been promoted to Assistant General Counsel, a position with broad responsibilities related to the union's collective bargaining agreements.

Also part of the reorganization is the promotion of Malissa Zimmerman to Director of Government Affairs. Zimmerman, who joined the MEBA staff in 1996 as Legislative Assistant, will have new duties reflecting the numerous interests of the MEBA in all branches of the federal government. She will work under the direction of Morris and MEBA President Larry O'Toole in a coordinated effort to advance the union's political and governmental agenda.

Related to the staff reorganization was the recent resignation of Political Director Mike Ingrao. Ingrao left the MEBA to accept a high-level position in the Transportation Trades Department (TTD) of the AFL-CIO, a Washington-based lobbying arm for unions interested in transport issues. The MEBA is one of the founding affiliates of the TTD and the profile of the MEBA within the group is expected to rise with the appointment of Ingrao there.



Unions in Three-way Agreement on Government-Owned Ships

Three unions representing marine officers in the U.S.-flag fleet have reached an unprecedented agreement to cooperate in preventing the erosion of wages and benefits for marine officers working aboard government-owned vessels.

Called the "Tripartite Agreement," the pact allows the MEBA, the International Organization of Masters, Mates & Pilots (MM&P) and the American Maritime Officers (AMO) to work together to prevent economic standards from falling as the result of out-of-control competitive bidding for government ship operating contracts.

Among other things, the agreement creates a mechanism that allows the three marine officer unions to establish a "Total Labor Costs" package to be used when each of the unions submit their economic requirements to their respective contracted shipping companies. The contracted shipping companies then use these figures when bidding for contracts to manage government-owned sealift vessels, such as the Maritime Administration's Ready Reserve Force (RRF) and the Military Sealift Command's Fast Sealift Ships (FSS).

The agreement was needed "to restore sanity to an out-of-control competitive bidding process," said MEBA President Larry O'Toole. Competitive bidding had reached the point where experienced, highly skilled marine officers were being asked to take wage and benefit cuts, even though those same officers had served skillfully and loyally in the same positions for years.

"Something had to be done to protect these officers. The unions put aside their differences for the sake of these men and women," O'Toole said.

The immediate impetus for the Tripartite Agreement was a decision

Oct. 1, 1999 by U.S. District Court Judge William Bryant that the Maritime Administration (MarAd) was guilty of violating the law in the way it handled the competitive bidding for RRF Ship Manager contracts.

Judge Bryant ruled that MarAd had violated the Service Contract Act by encouraging shipping companies to cut wages on RRF vessels. The Service Contract Act is intended precisely to prevent wage slashing in bidding for government service contracts, like the RRF contracts, Judge Bryant said. He ordered MarAd to alter its bidding rules to comply with the law.

MarAd has since complied with Judge Bryant's decision and the Tripartite Agreement was in effect when new bids were accepted for the RRF fleet in mid-January 2000. MarAd is still evaluating those bids and a new set of contract awards for the 89-vessel RRF are expected shortly.

The Tripartite Agreement was also in effect in late January when the Military Sealift Command accepted bids for new contracts to operate its FSS fleet. A new contract to operate the FSS – eight vessels that are maintained in constant readiness for immediate employment in case of national emergency – is also expected shortly.

"I believe the MEBA, the MM&P and the AMO have jointly made an important step forward, both for the union members who serve on these ships and for the cause of labor unity. The Tripartite Agreement applied specifically to the RRF and FSS vessels and it is our hope that it can be extended to other instances where our contracted companies are bidding on government-owned vessel operating contracts," O'Toole said.

Union Leaders Seek Closer Ties

Leaders of several maritime labor organizations are speaking out for increased cooperation among marine officer unions. Such cooperation, the union leaders said, is vital to the survival of the American Merchant Marine in the face of a shrinking U.S.-flag merchant fleet.

MEBA President Larry O'Toole, American Radio Association (ARA) Secretary-Treasurer Phil Clegg and International Organization of Masters, Mates & Pilots (MM&P) President Tim Brown have all recently made public remarks strongly endorsing higher levels of cooperation among the unions representing marine officers on U.S.-flag vessels.

O'Toole, for example, has pointed to the success of joint collective bargaining teams that have represented the MEBA, MM&P and ARA. These joint efforts – which have recently produced good contracts with companies like American Ship Management and NPR Inc. – have been successful in achieving good results for all the unions concerned. Such cooperation should be continued and expanded, O'Toole said.

ARA's Clegg has made similar remarks. Recently Clegg said that "our (ARA) contracts provide decent wages achieved by an unwavering commitment to inter-union cooperative contract negotiating efforts with MEBA and MM&P....The important thing to remember is that when we work together we can overcome adversity and achieve a common goal.

At the same time, O'Toole and Brown have forcefully and repeatedly told union members that rumors of a plan to merge the MEBA and the MM&P are false. No merger discussions of any kind are underway, nor are any such discussions planned for the future, both union presidents said. In addition, O'Toole and Brown have reassured the union memberships that there are no plans to combine any of the assets of the two unions in any way, shape or form whatever.

Furthermore, the MM&P's Brown has specifically discounted any rumors that his organization seeks to combine the pension plans of the MEBA and the MM&P.

The absence of a merger plan notwithstanding, O'Toole, Brown and Clegg stated that each believed there were many benefits for all three unions through cooperation in several areas. They further said that they expected cooperation to be expanded – especially in pursuing a coordinated legislative program in Washington – and that such cooperation was in the best interests of all three unions.

Section 415 Limits Revised for 2000

The Internal Revenue Service (IRS) has released its annual limits under IRS Section 415. These 415 limits, which are adjusted each year, place a cap on the amount of annual pension benefits a MEBA member may receive from the MEBA Pension Trust.

A chart detailing the 2000 limits is reproduced here. The IRS Section 415 limits are based on age. In the accompanying chart the first number indicates the age of the individual receiving pension benefits and the second number indicates the dollar limit on the benefits that may be received.

Age Nearest Retirement	Annual 415 Limit	Age Nearest Retirement	Annual 415 Limit
80	\$484,790	57	\$92,231
79	\$441,781	56	\$85,848
78	\$402,906	55	\$80,008
77	\$367,769	54	\$74,653
76	\$336,020	53	\$69,733
75	\$307,341	52	\$65,206
74	\$281,445	51	\$61,032
73	\$258,061	50	\$57,178
72	\$236,933	49	\$53,613
71	\$217,824	48	\$50,312
70	\$200,518	47	\$47,251
69	\$184,820	46	\$44,409
68	\$170,559	45	\$41,766
67	\$157,585	44	\$39,306
66	\$145,771	43	\$37,014
65	\$135,000	42	\$34,876
64	\$135,000	41	\$32,880
63	\$135,000	40	\$31,014
62	\$135,000	39	\$29,269
61	\$124,677	38	\$27,635
60	\$115,351	37	\$26,103
59	\$106,900	36	\$24,666
58	\$99,223	35	\$23,318

Please contact the MEBA Pension Plan office in Baltimore if you have any questions. The Plan office can be reached by calling (410) 547-9111 or toll free at (800) 811-6322.

Limit Raised for MEBA 401(k) Contribution

MEBA Benefit Plans reminds union members that the maximum amount of elective deferrals into the MEBA (401)k Plan will increase from \$10,000 to \$10,500 in calendar year 2000.

Under the law, any contribution received by the MEBA (401)k Plan in 2000 that exceeds \$10,500 will be returned to your employer for distribution to you as wages.

Please contact the MEBA 401(k) Plan office in Baltimore if you have any questions. The Plan office can be reached by calling (410) 547-9111 or toll free at (800) 811-6322.

Lump-sum Factors Confirmed for 2000

For MEBA members considering retirement in 2000, the *Marine Officer* is publishing the lump-sum factors in effect for 2000.

The factor represents the lump-sum benefit value for each \$1.00 of monthly pension value. In other words, if your monthly pension value calculated at \$1,000, you simply multiply the 1,000 by the lump-sum factor to calculate the value of a lump-sum pension pay out.

In the chart below, the first number represents the age of the MEBA members at the time of retirement. The second number represents the lump-sum value for each \$1.00 of monthly pension value.

Age Nearest Retirement	Lump Sum Factor	Age Nearest Retirement	Lump Sum Factor
85	60.94	67	120.57
84	63.82	66	123.85
83	66.77	65	127.06
82	69.80	64	130.21
81	72.90	63	133.28
80	76.09	62	136.27
79	79.36	61	139.17
78	82.70	60	141.98
77	86.10	59	144.69
76	89.55	58	147.31
75	93.04	57	149.82
74	96.54	56	152.25
73	100.05	55	154.57
72	103.55	54	156.81
71	107.02	53	158.96
70	110.46	52	161.03
69	113.87	51	163.02
68	117.24	50	164.94

If you have any questions about the lump-sum factor, please call the MEBA Pension Plan office in Baltimore. The Plan office can be reached by calling (410) 547-9111 or toll free at (800) 811-6322.

Overview of Pension and Benefit Improvements in 1999

The Board of Trustees of the MEBA Benefit Plans made several changes to the various Plans at their meetings held in 1999.

MEBA PENSION TRUST

Lump Sum Age Limit Lowered

The Trustees lowered the age limit for the lump-sum benefit from age 55 to age 50, effective April 1, 1999. All other requirements for the lump sum remain in effect; for example: (a) participants must be eligible for a regular pension (i.e., 20 or more years of pension credit), and (b) participants wishing to take a lump sum must have the appropriate lump sum election on file with the Plan Office for at least two years before retirement or must file a Statement of Health with the Plan Office and obtain a waiver of the two-year filing requirement.

Post-Retirement Employment

The Trustees made two changes to the rules concerning when a pensioner may return to work in the maritime industry without being subject to the post-retirement employment penalties under Section 2A.14 of the MEBA Pension Trust Regulations.

Work aboard an educational institution's vessel which operates for the express purpose of training cadets who are pursuing a course of study leading to a U.S. Coast Guard license as a deck or engineering officer will not be subject to the penalties. However, the pensioner will not receive his pension for any month during which he is aboard the vessel for five or more days while the vessel is on a training voyage.

All pensioners are subject to the penalties for returning to work in covered employment or aboard a vessel. In addition, pensioners who earned part of their pension credit in employment as a port engineer, port electrician or hull inspector are subject to the penalties for returning to work at any job in the maritime industry that involves a licensed engineer's knowledge or expertise in construction, repair, operation or maintenance activities. Under the rule as changed, if that maritime industry work is not in covered employment and not aboard a vessel, it will only be subject to the penalties if the work is performed during the pensioner's "restricted period". A pensioner's restricted period begins on his effective date of pension and lasts for the number of days for which the pensioner earned pension credit in employment as a port engineer, port electrician or hull inspector, and then continues through the end of the month.



Taking advantage of the services available at the MEBA Diagnostic Center in Jersey City, NJ, are James Nightingale, his wife Jean, and his daughters Kira and Amy. Brother Nightingale is a crane engineer.



Frank Fabor and wife Sharon recently had their checkup. Son Adam is just two years old. Brother Fabor is Second A/E on the "Cape Douglas," one of the vessels in the Maritime Administration's Ready Reserve Force.

GATT and Lump Sums

The Trustees formally adopted amendments to the Plan to comply with the GATT rules for calculating lump sum distributions. The Trustees agreed to use the lowest GATT interest rate possible and a special transition rule in order to minimize the reduction, if any, on lump sum pension benefits. The May/June 1999 edition of the Marine Officer contains an article providing more information about GATT.

Disability Earnings Limitation

Previously, a Disability Pensioner could not have earned income exceeding \$200 per calendar month. The Plan was amended to provide that a Disability Pensioner now may not have earned income (which does not include investment income) of more than \$36,000 in a calendar year. If a Disability Pensioner's earned income exceeds \$36,000 in a calendar year, his pension will be suspended for the next calendar year. When the Pensioner's earned income falls below \$36,000 in a calendar year, his pension will be reinstated for the next calendar year.

MEBA MEDICAL AND BENEFITS PLAN

Mental and Nervous Treatment

The Trustees improved the coverage for mental and nervous benefits. Outpatient visits have been changed from 12 visits (active employees) or eight visits (pensioners) per calendar year to 36 visits (active employees) or 24 visits (pensioners) in a 36-month period.

Previously, the Plan provided no benefits for expenses incurred in connection with a self-inflicted injury, suicide or attempted suicide. The Plan was amended to provide a lifetime benefit of up to \$2,500 for expenses incurred in connection with a self-inflicted injury, suicide or attempted suicide by a dependent child who is under age 18.



Rudy Veiga, a crane engineer in Florida, recently visited the Diagnostic Center in Jersey City along with wife Diane and two-year old son Rudolph Jr.

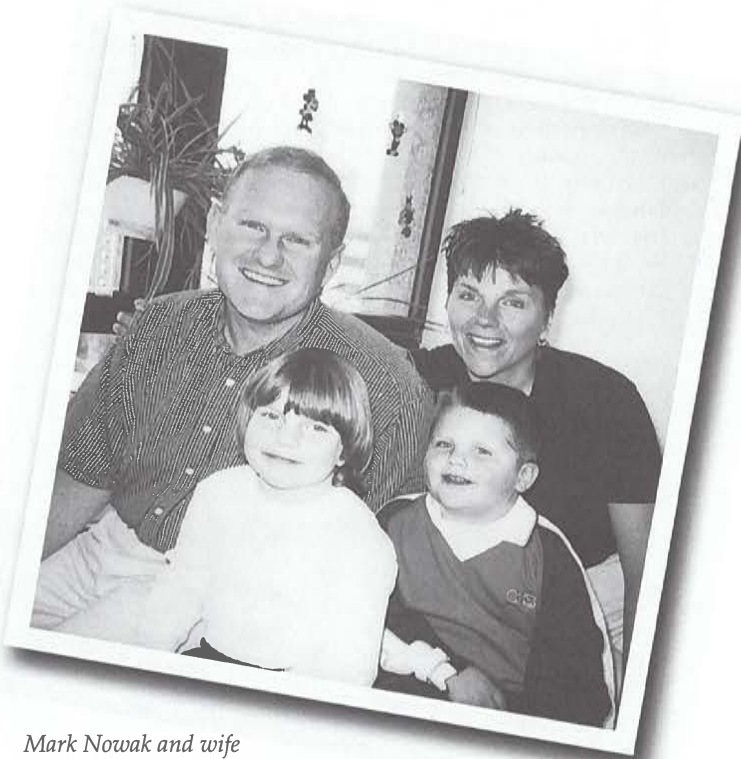
MEBA Diagnostic Center Transportation Reimbursement

Permanent employees aboard Reduced Operating Status (ROS) vessels may elect reimbursement of actual transportation costs from the ROS vessel to the nearest MEBA Diagnostic Center instead of the regular transportation reimbursement from the home of record to the nearest MEBA Diagnostic Center. The normal maximum reimbursement limit continues to apply.

MEBA Training Plan

The Trustees agreed to allow participants who are permanent employees on ROS vessels an option with respect to travel expenses to the Calhoon MEBA Engineering School. The participant may claim either (1) a standard travel allowance to the Calhoon School from their home of record, or (2) transportation reimbursement based on actual expenses from their vessel to the Calhoon School.

The Trustees also amended the Plan to provide that a participant may receive a transportation allowance to the Calhoon School twice in a calendar year, regardless of the dates of attendance, provided that the courses attended are not consecutive. Previously, the Plan permitted an allowance to be paid only once during each six-month period, January 1 through June 30 and July 1 through December 31.



Mark Nowak and wife Michele also recently had their checkup in Jersey City. Brother Nowak, an engineer with the Alaska Tanker Co. fleet, is shown here with daughter Allyson and son Christopher.

MEBA Officers in Vital

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 This feature article about the Staten Island Ferry and New York City Fireboats is the fourth in a series that highlight the activities of different bargaining units within the Marine Engineers' Beneficial Association. Look for future editions of the *Marine Officer* to focus on the different units within our union that all contribute to the strength and vitality of the MEBA.

Most MEBA members do their jobs far from the public eye. But in New York City, members of our union are serving as marine officers on some of the best-known vessels in the world – the Staten Island Ferry and the New York City Fireboats.

These boats are seen by millions of people each year and are an integral part of the folk life of the Big Apple. The ferries – which cross upper New York harbor between Manhattan's financial district and the residential borough of Staten Island – are both a vital local transport link and an international tourist attraction. The fireboats protect countless ships



Dick Kahn serves as a mate on the Staten Island Ferry, where insuring the safe loading of automobiles on the car deck is a high priority job.

and waterfront structures in the huge port, but are equally well known for the stunning decorative water pump displays that are included in dozens of city celebrations each year.

Owned and operated by the New York City Department of Transportation, the Staten Island Ferry employs about 100 MEBA officers, both engineers and mates, on seven vessels. As a vital commuter link, it operates 24 hours a day, 365 days



Engineer Charlie Fitzpatrick is a second-generation member of the MEBA. His father was an engineer for the now-defunct Prudential Lines and a long-time member of the union.

a year. With 60,000 to 80,000 passengers a day, it is one of the busiest ferry systems in the world.

The fireboats are operated separately – by the N.Y. Fire Department – and employ about 40 MEBA pilots and engineers. As part of the fire protection system for the huge city and its neighbors, it too operates full time, all year round. Improved fire-suppression systems mean the boats are not normally in heavy demand for fighting shipboard blazes, but the boats are still used extensively, often to supply additional water to the Fire Department's shoreside operations.

Bright Ferry Future

The outstanding feature of the Staten Island Ferry system in 2000 is that it has successfully weathered New York's fiscal storms and is looking to a bright future, commented Jim LaRiviere, the MEBA New York Patrolman who has worked closely with the ferry officers for 15 years. Like New York City itself, the ferry has rebounded from the troubled days of the 1970s and 1980s and has entered an era of renewal and prosperity.

A clear sign of renewal is that design work is nearing completion for a new class of vessels that should be in service starting in 2002. MEBA's Staten Island Ferry officers have been deeply involved in the design process, insuring that the three new ships are user friendly both for the passengers and for the men and women who will operate the boats.

And one measure of the prosperity of the ferry operation is that it remains to



The Herbert H. Lehman at the slip in lower Manhattan. On the horizon at left can be seen the silhouette of the Statue of Liberty.

Service to New York City

be decided whether the new ferries will be used as replacement vessels or whether the total size of the fleet will be expanded. There is growing demand for ferry service in the New York metropolitan area and transportation planners are studying the possibility of adding a new ferry route from Staten Island to midtown Manhattan. If the expansion plans come to fruition, it will be the first addition of new service for the Staten Island Ferry in modern memory.

Fireboat Uncertainty

By contrast, the future of the city's fireboats is the subject of contention and controversy.

The fleet is down to just four boats, not all of which are fully active. One of the boats – the *Firefighter* – is fully sixty-one years old. The other vessels, including the 30-year-old *John D. McKean*, are old enough to be in danger of obsolescence.

The *Firefighter*, *McKean* and other boats were built in an era when ship fires and pier blazes were common. But such fires are now rare and the Fire Department has ceased to attach the same importance to floating fire-fighting capacity. Aging boats have not been replaced, and the city's original fleet of about a dozen has shrunk to the existing four vessels.

Further, the MEBA is under pressure to reduce its role in the N.Y. Fire Department. Just last year the union successfully fought a grievance to preserve one of the engineering billets on the *McKean* threatened by bureaucratic maneuvering from City officials. Such pressure has been constant in recent years and the union has been investing substantial resources in protecting the livelihoods of its members in the Fire Department.



Dan Kerbawy eases the ferry *Herbert H. Lehman* into the ferry slip. Kerbawy is very active in union affairs and is serving, along with Michael O'Toole (not pictured), on this year's rank-and-file committee for contract negotiations.

The pressure extends to the future as well. Discussions have taken place about replacing the existing four boats with three new vessels that would employ a smaller number of MEBA members. These discussions, though not fully advanced, clearly indicate that the union will have to continue its work protecting MEBA jobs in the face of technological change, even when those jobs are as vital as fire protection in the nation's largest city.

New York Rebounds

MEBA officers are among the beneficiaries of a rebound in the economic fortunes of New York City. Widely remarked upon in the press and elsewhere, the rebound has created benefits for all New Yorkers and, for MEBA members employed by the City, also holds out the possibility of an expanded Staten Island Ferry system and a more stable fireboat operation.

One constant in good times and bad in New York is that the MEBA has faithfully fought for its members in the ferry and fire systems. Since joining with

the MEBA in the 1960s, the officers in these units have been able to rely upon the union's strong local office for support in grievances, contract negotiations, political action efforts, and in other areas.

These officers may be different from their MEBA brothers and sisters in the sense that they do their jobs in full view of an enormous public, but they share the common experience of facing good times and bad with the support of a strong union committed to making every effort for its members.



John Duarte, left, is a Chief Engineer on the *Herbert H. Lehman*. He is shown in this 1997 photograph with MEBA New York Patrolman Jim LaRiviere

CORRECTION

The July-Aug. 1999 edition of the *Marine Officer* contained an error in the identification of a photograph on page 20. The proper identification, as shown here, should have been for Dan Reddan, a MEBA member who is employed in the New York Fireboat unit. The misidentified photograph was from the section devoted to last year's Inaugural Convention, where Brother Reddan served as a member of the Non-Deep-Sea Committee.



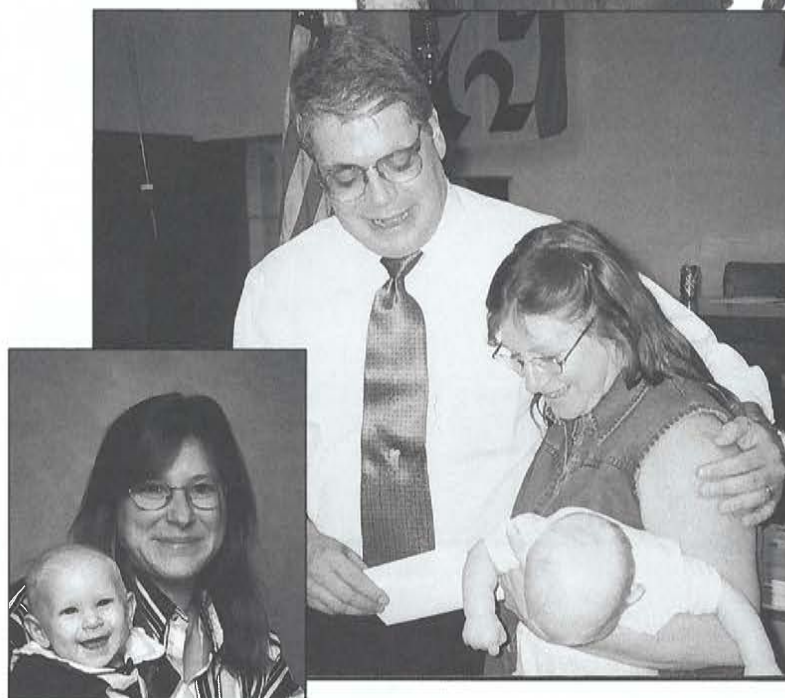


Farrell Lines recently expanded its fleet by adding two vessels. The existing fleet includes the **Resolute** which is now engaged in some short-term business for the government. In this photo, taken early in 1999, **Resolute** officers Third A/E Russell Dippel, First A/E John Biggio and Chief Engineer Brian Halloran take a break from overhaul work while the vessel was in the Baltimore Marine Industries yard.

William White (below) recently made a voyage as Second A/E on the **America**, a containership in the Lykes Line service. One of the ports of call was Houston, where representatives from the union made one of their regular visits to the vessel.



Senior Port Engineer Ben Davis returns to duty aboard one of the vessels of the Washington State Ferries (WSF) fleet. Brother Davis is a member of the contract negotiating committee for licensed officers in the WSF. The MEBA team also includes an unlicensed committee to represent the other MEBA members who work in WSF engine rooms.



Union members in Houston pitched in to raise an emergency fund for Erin Neville Bertran, who suffered the sudden loss of her husband in an automobile accident. Sister Bertran is shown here accepting the gift from Houston Branch Agent Scott Liebling. Her loss was made all the worse because she just recently gave birth to a baby boy, Bryan Alexander Bertran.

FACES AROUND THE FLEET



A winter overhaul of the *Tustamena*, one of the vessels in the Alaska Marine Highway System, was recently completed. MEBA officers aboard the ship include First A/E Karl Elde and Chief Engineer Ernie Johnson.



Members in the Houston hall have been very active in regional AFL-CIO activities. Here Billie Ellison and Houston Patrolman Bob Barron receive certificates for participating in the AFL-CIO's Street Heat Program. Brother Ellison was also recently sworn in as a delegate to the Harris County (TX) AFL-CIO.



Specialized tankers are an important element of our Jones Act fleet. Chief Engineer Ricky King and First A/E Frank Hoot serve on the *Sulfur Enterprise*, a molten sulfur tanker regularly sailing between Louisiana and Florida.



MEBA retiree Pete Ladzinski was misidentified in a photo on page 14 of the July-Aug/Sept-Oct. edition of the *Marine Officer*. The *Marine Officer* apologizes for the error.



The ammonia tanker *Cornucopia* is coming to the end of its service life but the officers of the MEBA keep going. Shown here are Third A/E Jeff McMann, Chief Engineer Dan Adamsi and First A/E Larry Knox during a *Cornucopia* port call on the West Coast.

Recent Calhoon Graduates



This course in Instrumentation finished up in early October 1999. Seated, left to right, are Vincenzo P. Berlen, Sterling H. Jackson, Steven Oberle, Robert W. Reading, Marc D'Arcy, and James F. Hagner. Standing are Mark H. Moser, Mark D. Wells, John K. Nichols, John B. Christensen, Riccardo A. Mercogliano, Charles G. Snyder, Leon G. McCranie, and Instructor Richard Thek.

Certification in GMDSS qualifies MEBA mates and engineers for better employment opportunities. Taking advantage of the Calhoon GMDSS course are, seated in front, Charles Ecker, Claudia Cimini and Stevin H. Byrd. In the second row are Kurt Soltes, Louis Holter, and Robert Pearl. Standing in the back is Instructor William Eney



The Digital Electronics course was held in late summer of last year. Seated in the foreground, left to right, are Stephen Oberle, Mark Zalenski, Sidney Barnes, and Gerald Sullivan. Standing are David A. Cake, George Brenno, Instructor Roger Fullwood, Mark Moser, and Thomas Keegan.

Students in the Machine Shop course pose for the camera. Left to right are John M. O'Donnell, John F. Timmins, David Stewart, Paul A. Morris, Mark B. Corales, Bruce Westlake, Mark D'Arcy, Thomas Prior, Instructor Frank Walsh, Erik M. Soderlund, Charles R. Langford, and Instructor Val Sanders.





This Container Refrigeration course finished up December 10, 1999. Left to right, are Instructor Larry O'Loane, Darryl McCaslin, Stephen Stoute, Roger Steadman, Frank Dalrymple, Joel Spell, Jr., Ronald Fedorczak, Paul McCarthy, and Brenda Johnson.

A Basic Computers class is essential for most MEBA members. Standing, left to right, are Instructor Thurland Wilkinson, Ray Jakubowicz, Kaley Schock, Shane Mahaffey, David Bogdan, and Christopher Gallivan. Seated are James Weythmann and Tom Lilley.



Advanced Firefighting is an important course for all MEBA members. Standing are Harrison Graham, Donald Grosse, Stephen Haines, Ed Terkanian, Paul Russell, John Prantis, David Black, Ronald Barber, Timothy Freeley, Daniel Donaldson, and David Grafton. Seated are Galen Howes, Richard Peachman, Paul Musotto, Chau Luong, Randal Colbath, Shaun Burke, Lloyd Brown, and Ralph Barber.

Container Refrigeration continues to be a popular course. From this August class, left to right, are Instructor Larry O'Loane, Michael Tareila, Douglas Sier II, Walter Bagley, James Myers, Vincenzo Berlen, Richard Ford, John Lee, Louis Coulson, Michael Orem, and Darryl McCaslin.



Course Schedule for 2000

ADVANCED FIRE FIGHTING /

HAZARDOUS MATERIALS TECHNICIAN

Two week course—18 students max.

May 1 – May 12

June 5 – June 16

July 31 – August 11

October 9 – October 20

October 23 – November 3

November 27 – December 8

ANALOG ELECTRONICS

Four week course—16 students max.

August 7 – September 1

BASIC COMPUTERS

Two week course—12 students max.

May 15 – May 26

June 5 – June 16

June 19 – June 30

September 11 – September 22

October 9 – October 20

November 6 – November 17

CONTAINER CRANE MAINTENANCE

Three week course—12 students max.

June 5 – June 23

October 9 – October 27

CONTAINER REFRIGERATION

Two week course—12 students max.

July 31 – August 11

August 21 – September 1

October 30 – November 10

December 11 – December 22

DIESEL ENGINEERING

Six week course—16 students max.

September 11 – October 20

DIGITAL ELECTRONICS

Four week course—16 students max.

November 27 – December 22

ELECTRICAL TROUBLESHOOTING

Two week course—16 students max.

June 5 – June 16

July 31 – August 11

August 21 – September 1

November 6 – November 17

ELECTRICITY

Four week course—16 students max.

September 11 – October 6

November 27 – December 22

GAS TURBINE ENGINEERING

Four week course—16 students max.

June 5 – June 30

November 27 – December 22

GMDSS OPERATOR

Two week course—12 students max.

June 19 – June 30

December 11 – December 22

GOVERNMENT VESSEL OPERATIONS

Two week course—12 students max.

May 15 – May 26

November 6 – November 17

INSTRUMENTATION

Four week course—16 students max.

September 11 – October 6

October 23 – November 17

MACHINE SHOP

Four week course—12 students max.

June 5 – June 30

September 11 – October 6

PROGRAMMABLE LOGIC CONTROLLERS

Two week course—16 students max.

June 19 – June 30

August 21 – September 1

REFRIGERATION

Four week course—12 students max.

May 1 – May 26

SHIPBOARD ELECTRICAL SYSTEMS

Two week course—12 students max.

October 9 – October 20

SHIP'S MANAGEMENT

Two week course—16 students max.

July 31 – August 11

SHIP'S MEDICINE

Two week course—12 students max.

August 21 – September 1

November 27 – December 8

TANKSHIP LIQUEFIED GAS (LNG) (PIC)

Two week course—20 students max.

May 15 – May 26

TANKSHIP SAFETY DL (PIC)

Two week course—16 students max.

June 19 – June 30

October 23 – November 3

TANKSHIP SAFETY DL (PIC)

40-hour course at MEBA union halls

May 1 - May 5 - Los Angeles

July 10 - July 14 - Houston

July 24 - July 28 - Boston

Aug 7 - Aug 11 - Norfolk

Sept 11 - Sept 15 - Baltimore

Note: Sign up at union hall

UPGRADING MATES & ENGINEERS

Four week course excluding testing

20 students total combined

August 7 – September 1

WELDING

Four week course—12 students max.

October 23 – November 1

THE FINAL VOYAGE

WALTER H. BRANDENBURG

Brother Walter Brandenburg died Oct. 29, 1999. He was 78 years old and had been retired since 1983. Brother Brandenburg joined the union in 1965. He was living in Lynn Haven, FL, at the time of his death. He is survived by his wife, Millie.

DELMAR M. CALWHITE

Delmar Calwhite, a member of District No. 3 - Radio Officers Union, died June 20, 1998. He was 76 years old and living in Hayward, CA, at the time of his death. Brother Calwhite's joined the union 1942 and his last shipping job was with Sea-Land Service in 1988. He retired the next year. Calwhite is survived by a sister, Delpha Howard.



MICHAEL P. DALY

Michael P. Daly, a merchant marine veteran of the World War II era, passed away Sept. 23, 1999. Brother Daly was 76 years old. He joined the union in 1943 and was a member of District No. 3 - Radio Officers Union when he retired in 1984. His last sailing job under MEBA contract was with U.S. Lines. He was a resident of Biddeford, ME, and is survived by his wife, Anne.



PAUL C. DILBECK JR.

Paul Dilbeck passed away Nov. 8, 1999. He was 77 years old. Brother Dilbeck, a resident of Cohasset, MA, first joined the union in 1945. He retired in 1993. His last shipping job under MEBA contract was with Farrell Lines. Dilbeck is survived by his wife, Margaret.

ROLLAND O. GARDNER

Brother Rolland Gardner died Dec. 20, 1997 at age 85. He lived in Lucedale, MS, and had been retired from the MEBA since 1966. He is survived by his brother, Thomas Gardner.

MALCOLM I. GATHERAL

Ninety-nine year old Malcolm Gatheral passed away Nov. 9 of last year. He had been living in Cotuit, MA. Records are incomplete about the early years of his membership in the union but do show that he retired in 1969 with 20 years of pension credit. Brother Gatheral is survived by a brother, William.

MARION W. GOWER

Marion Gower of Metropolis, IL, passed away Aug. 11, 1999 at the age of 78. Brother Gower retired in 1969 after 25 years in the union. He is survived by his wife, Florence.

RICHARD S. GRIFFITHS

Brother Richard Griffiths, a member of District No. 3 - Radio Officers Union, died Sept. 24, 1999. He was 75 and living in Castro Valley, CA, at the time of his death. Griffiths joined the union in 1951 and retired in 1984. One of his MEBA-contracted employers was the tanker operator American Trading & Transportation. He is survived by his wife, Elfriede.



KENNETH K. HARA

Kenneth Hara died Nov. 18, 1999 at the age of 69. A member of the union since 1962, he shipped out regularly until his retirement in 1985. His last sailing job under MEBA contract was with United States Lines. At the time of his death he was a resident of Upper Montclair, NJ. He is survived by his wife, Tomie.

WILLIAM R. HOLLAND

Brother William Holland, a member of District No. 3 - Radio Officers Union, passed away Nov. 8, 1999. He was 78 years old at the time of his death and residing in Naples, FL. Brother Holland enjoyed a long retirement, having given up shipping in 1970. He is survived by his wife, Hanna.

ALBERT S. JOHNSON

Albert Johnson passed away Oct. 31, 1999. He was 88 years old and a resident of Gulfport, MS. Brother Johnson took his retirement in 1969 after more than 25 years with the union. He is survived by his wife, Mary.

GEORGE L. KEHNER

Brother George Kehner, a member of the MEBA for more than 25 years, died Sept. 9, 1999. He was 89 years old. Brother Kehner had been retired for more than 35 years and was living in Mankato, MN, at the time of his passing. His last recorded employment aboard ship was with American President Lines. There is no record of any surviving family members.

ALTON C. KENNEDY

Alton Kennedy, age 86 died Aug. 21, 1999. Brother Kennedy had been retired since 1973 and was living in Pinehurst, TX, at the time of his death. He is survived by two sons, Richard Kennedy and William Kennedy.

BENJAMIN F. KURTZ

Benjamin Kurtz died Nov. 5, 1999. He was 78 years old. A resident of Squaw Valley, CA, Brother Kurtz had first joined the MEBA in 1970. He had been employed with MEBA-contract American Foreign Steamship shortly before taking his retirement in 1986. He is survived by his wife, Helen.

ROBERT L. LEE

Robert Lee of Long Beach, CA, died April 6, 1999. He was 79. Brother Lee had a long career with the MEBA before retiring in 1971. The MEBA has no record of any surviving family members.

GEORGE C. MITCHELL

George Mitchell died Oct. 15, 1999 in Lewiston, ME. He was 75. He joined the union in 1944 and had been retired for 19 years at the time of his death. His last job with a MEBA-contracted shipping company was with Farrell Lines. He is survived by his wife, Hazel.

ALEXANDER T. MODRAK

Brother Alexander Modrak passed away Oct. 4, 1999. He was 83 years old. A resident of Millersville, MD, Brother Modrak joined the union in 1974 and retired in late 1985. He is survived by his wife, Letha.



EUGENE H. PALMER

Eugene Palmer of Wellington, FL, died Aug. 25, 1999. He was 79 years old. Records about his early days with the union are incomplete, but they do show that he had 30 years of pension credit when he retired in 1976. Brother Palmer is survived by his wife, Helen.

THOMAS A. SHADE

Long-time union member Thomas Shade died Oct. 25 of last year. He was 83 years old and living in Kailua, HI, at the time of his death. Union records are incomplete as to when he first joined the union, but he had earned more than 35 years of pension credit when he retired in 1979. His last sailing as with Mathiasen Tankers., also in 1979. Brother Shade is survived by his wife, Fujiko.



AUSTIN K. ST. CLAIR

Brother Austin St. Clair of Greenview, CA, died July 1, 1999. He was 78 years old. Records are incomplete but they do show that he retired in 1972 after more than 20 years in the union. One of his employers was States Steamship Lines. There is no record of any surviving family members.

GEORGE M. STEINMAN

George Steinman died at the end of October last year. He was 80 years old and a resident of Reno, NV. Brother Steinman first joined the union in 1947 and took his retirement in 1983. One of his last sailing jobs with the union was aboard a Waterman Steamship vessel. He is survived by a son, Peter Steinman.

ARTHUR J. TUCKER

Long-time MEBA member Arthur Tucker passed away Oct. 4, 1999. He was 82 years old and living in Port Bolivar, TX. Brother Tucker first joined the union on New Years Day 1944. He sailed under MEBA contracts for more than 35 years before retiring in 1980. Among the shipping companies he sailed for was the tanker operator Trinidad. He is survived by his wife, Neda.

OSCAR E. TURNING

Brother Oscar Turning passed away Nov. 16, 1999 He was 89 years old. Brother Turning had been retired from the union for almost 30 years, having last sailed for Pacific Far East Lines in 1970. The MEBA has no record of any surviving relatives.

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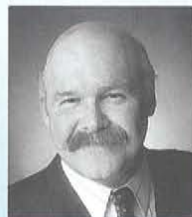
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Your Political Action Fund at Work

Political Leaders Honor MEBA's 125th Anniversary



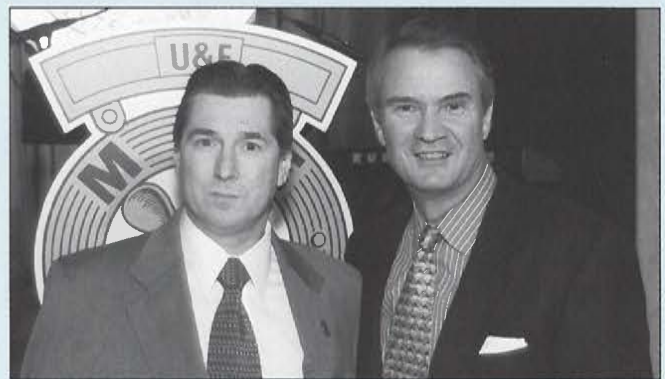
Sen. Trent Lott (R-MS) was one of the speakers at the MEBA 125th Anniversary celebration held Feb. 23 in Washington, DC. Sen. Lott has been supported by the MEBA Political Action Fund over the years and, since becoming Majority Leader of the Senate in 1996, has been the leading Congressional supporter of the American Merchant Marine.



*MEBA President Larry O'Toole presents Sen. Lott with a medallion marking the 125th Anniversary of the union (see the back cover of this edition of the **Marine Officer** for details on the medallion).*



MEBA Secretary-Treasurer Bob McFeeters shares a light moment with Sen. Chuck Robb (D-VA). Sen. Robb is facing a tough re-election fight this year. The MEBA Political Action Fund is supporting Sen. Robb because of his strong support for the American Merchant Marine.



MEBA Gulf Coast Vice President Ron Davis is shown here with Sen. John Breaux (D-LA). Sen. Breaux is a good friend of the MEBA and was one of the featured speakers at the 125th Anniversary celebration. He is currently supporting important legislation to equalize the tax status of American mariners who compete in the world market with foreign mariners.



Sen. Robb is shown here with Baltimore Branch Agent Tom Leahy. Leahy said he supports the MEBA Political Action Fund because alliances with elected officials protect the jobs that are key to the future prosperity of our union.



Although not an elected official, Adm. Gordon Holder of the Military Sealift Command is in a position to make decisions that affect the livelihoods of many MEBA members. He was an honored guest at the 125th Anniversary celebration and is shown here with MEBA President Larry O'Toole.

125th Anniversary Medallion Unveiled

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

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

To symbolize the progress of the MEBA and the American Merchant Marine, one side of the coin depicts an 1875-era steamboat next to a modern-era containership. The steamboat symbolizes the MEBA's origins in the inland rivers and Great Lakes shipping industry, while the modern containership signifies the technological progress and the global focus that characterize the modern MEBA.

Lee Kincaid, Assistant Director of Calhoun MEBA Engineering School, coordinated the design and production of the medallion. Kincaid said the medallion was originally inspired by MEBA member Dana Yuri Scarr, a Seattle-area collector of coins and numismatic medallions. Working from this inspiration, Kincaid and members of the Calhoun School staff created the medal as a tribute to the members of the MEBA, both past and present.



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

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

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