MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)

"On Watch in Peace and War since 1875"

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AMP URGES TRUMP TO LET JONES ACT WAIVER EXPIRE

American Maritime Partnership (AMP) President Jennifer Carpenter has urged President Donald Trump to allow the current Jones Act waiver to expire on November 15, warning that its continued extension threatens investment in the U.S. maritime industry and undermines efforts to rebuild the American fleet. In a letter to the President, Carpenter said the waiver, initially granted in response to an energy disruption, has provided no meaningful relief to American consumers while opening domestic maritime commerce to foreign competitors, including companies with ties to China.

Citing more than 230 days of waivers, Carpenter pointed to industry estimates of more than $2.6 billion in delayed vessel and shipyard investments, along with more than $700 million in deferred investment in Jones Act dredging vessels. She also noted that more than 28 percent of reported waiver voyages involved vessels or companies directly tied to China.

The letter also challenged claims that the waiver has helped lower fuel prices, noting that published analyses have found no measurable benefit to consumers at the pump. Carpenter urged Trump to allow the November 15 expiration, emphasizing that existing law, under 46 U.S.C. § 501(b), provides a mechanism for targeted waivers when a genuine national security emergency cannot be addressed by qualified U.S. vessels.

"Let American mariners carry American cargo. Let American shipyards build the vessels America needs," Carpenter wrote, calling on the President to stand with domestic vessel operators, shipbuilders and American mariners.

ALLIANCE FAIRFAX CREW HONORED FOR PERSIAN GULF ORDEAL

The crew of the ALLIANCE FAIRFAX (MAERSK) was honored for their courage and service during a harrowing two-month ordeal in the Persian Gulf. The car carrier was stranded amid escalating military conflict following the launch of Operation Epic Fury against Iran on February 28, 2026. Throughout their prolonged and unexpected confinement in the Gulf, the crew remained steadfast and professional, continuing to carry out their duties under exceptionally difficult and uncertain circumstances. The vessel finally made its break for freedom on May 4, as part of the short-lived "Project Freedom," the U.S. military operation launched to assist stranded commercial ships through

the strait. Under military escort, they were able to sail away and successfully transit the Strait of Hormuz unscathed, one of two U.S.-flag vessels that made it out of the Strait before the operation was suspended.

The timing proved fortunate. Within hours, Iran launched a barrage of missiles and drones targeting commercial vessels, U.S. Navy forces and the United Arab Emirates. The ensuing violence underscored the dangers facing commercial mariners in the region.

The vessel is made up of M.E.B.A., MM&P and SIU. The M.E.B.A. engineers who served aboard the vessel during its Arabian Gulf/Persian Gulf deployment included Chief Engineer William Dickman, First Assistant Engineer Joe Glywasky, Second Assistant Engineer Luca Tallarini and Third Assistant Engineer Carlos Pineda.

This week, the ALLIANCE FAIRFAX crew was recognized at a ceremony attended by maritime industry and government leaders. Remarks were delivered by MLL CEO Pat McCaffery, Höegh CEO Andreas Enger and MarAd Deputy Administrator Colonel Mark Johnson. Special guest, Congresswoman Sarah Elfreth (D-MD) who was recently appointed co-chair of the Maryland Maritime Task Force, also addressed the gathering. M.E.B.A. was represented by President Adam Vokac, Atlantic Coast Vice President Jason Callahan and Government Affairs Director Erick Siahaan.

At the ceremony, vessel Captain Brian Mercurio was lauded by speakers and was presented with the U.S. Merchant Marine Expeditionary Medal. The crew was also recognized for its courage and bravery, receiving MarAd Certificates of Appreciation. Individual crew members will eventually receive their own Expeditionary Medals.

The recognition was a fitting tribute to the mariners who endured an extraordinary and prolonged period of uncertainty in a dangerous region, demonstrating the professionalism and dedication of America's merchant marine in the face of extraordinary circumstances.

MAERSK COLUMBUS CREW RESCUES SAILOR
IN DRAMATIC NIGHTTIME OPERATION

The crew of the MAERSK COLUMBUS carried out a dramatic nighttime rescue in rough seas on Monday, saving the life of a sailor whose vessel had capsized off the coast of Ireland. The successful operation involved close coordination, considerable shiphandling skill and the teamwork of the Maersk vessel's crew represented by M.E.B.A., MM&P and SIU.

The containership was alerted to the emergency by a Search and Rescue aircraft around 5:30 p.m. UTC and diverted to the scene, approximately 20 nautical miles away. As darkness fell, the crew located the overturned sailing vessel and established contact with the man trapped inside - French sailor Francis Joyon. With a helicopter unable to reach the scene that night, the COLUMBUS assumed responsibility for the rescue. Despite winds of 20 to 25 knots and challenging sea conditions, the crew devised a plan to bring Joyon alongside the ship. The Chief Mate fired several lines toward the overturned vessel before the sailor managed to grab a heaving line. With the port-side gangway lowered, he was pulled alongside and climbed aboard.

At 9:42 p.m., Joyon was safely aboard, prompting a celebration among the crew after hours of tense work. The ship coordinated with the Irish and UK Coast Guards to arrange a helicopter transfer the

following morning. The next day (November 3), an Irish Coast Guard helicopter rendezvoused with the MAERSK COLUMBUS southwest of Mizen Head. A rescue swimmer was lowered onto the ship, and Joyon was safely hoisted away at 9:39 a.m. The containership then resumed its voyage to Norfolk, VA.

The rescue was a remarkable demonstration of merchant mariner professionalism, seamanship and teamwork under exceptionally challenging conditions - and a life-saving reminder of the vital role mariners play in coming to the aid of others at sea.

CMES EXPANDS DECK OFFICER TRAINING WITH STATE-OF-THE-ART UPGRADE

The Calhoon M.E.B.A. Engineering School (CMES) has completed a comprehensive upgrade of both full-mission bridge simulators used for licensed Deck Officer advancement training. Both bridges now feature state-of-the-art student interface hardware, new projectors, and the latest software. These improvements, combined with the addition of new instructional personnel, have enabled CMES to expand training opportunities for Deck Officers seeking required courses.

The M.E.B.A. Training Plan Board of Trustees has approved funding for this project to bring more training opportunities back to the Calhoon campus. In recognition of the expanded course availability and investment in the upgraded simulator suite, the Board has also approved changes to the alternate location reimbursement policy for deck officers.

Effective January 1, 2027, approved alternate location training requests will be eligible for tuition reimbursement only, up to the approved maximum. Room and board expenses will no longer be eligible for reimbursement beginning on that date. For questions please email info@mebaschool.org or call 410-822-9600.

LAWMAKERS PUSH FOR SHIPS ACT PROVISIONS IN FY2027 DEFENSE BILL

A bipartisan group of 119 lawmakers is urging congressional leadership to retain and strengthen provisions of the SHIPS for America Act of 2025 in the final National Defense Authorization Act (NDAA) for Fiscal Year 2027, including measures aimed at strengthening America's mariner workforce.

In a letter to House Speaker Mike Johnson and Senate Majority Leader John Thune, Minority Leader Hakeem Jeffries and Minority Leader Chuck Schumer, the lawmakers voiced strong support for SHIPS Act provisions already included in the House-passed NDAA while pressing for additional elements of the broader legislation to make it into the final bill.

Of particular importance to American mariners are the SHIPS Act's provisions to expand and strengthen recruitment, training and retention of U.S. merchant mariners. Building a stronger pool of qualified American officers and unlicensed personnel is essential to growing the U.S.-flag fleet and ensuring the nation has the manpower to support commercial shipping and military sealift requirements, particularly in times of national emergency.

M.E.B.A. and the American Maritime Congress (AMC) have been actively pressing lawmakers to advance the SHIPS Act and secure its important provisions in the NDAA. Both organizations have

emphasized that rebuilding the U.S.-flag fleet must go hand in hand with investing in the American mariners needed to crew those vessels.

The post-election lame-duck session of Congress presents an important opportunity to move maritime provisions over the finish line before the new Congress takes office January 3, 2027, with Democrats set to assume control. U.S.-flag shipping, American mariners and the nation's maritime security have traditionally enjoyed bipartisan support, making this an issue that lawmakers on both sides of the aisle should be able to advance.

MERCHANT MARINE VETERANS TO BE HONORED AT ARLINGTON ON VETERANS DAY

For the fourth consecutive year, the American Merchant Marine Veterans (AMMV) will participate in the nation's Veterans Day ceremonies at Arlington National Cemetery near Washington DC on November 11, laying a wreath at the Tomb of the Unknown Soldier in honor of U.S. Merchant Marine veterans of World War II.

Three WWII merchant mariners - Charles Mills, Julian Smith and Dave Yoho - will represent their shipmates at the ceremony, traditionally held at the eleventh hour of the eleventh day of the eleventh month. Mills served aboard several vessels, including the SS CARLTON and SS TILLIE LYKES; Smith sailed on six merchant ships in three different war zones; and Yoho served in the engine room of the SS GREAT MEADOW.

During World War II, more than 9,500 U.S. merchant mariners lost their lives delivering vital cargoes to Allied forces, often without escort. Their sacrifices helped sustain the nation's military operations and earned them their rightful place among America's veterans.

AMMV representatives, including President Capt. Darin Huggins (M.E.B.A. member) and VP Jack Menendez (new M.E.B.A. retiree) will also take part in the ceremony. In addition to WWII veterans, AMMV honors the service of all Merchant Marine veterans who served our nation during military sealift operations. In honor of Merchant Marine veterans from all U.S. war zones, Capt. Huggins said, "The American Merchant Marine Veterans, founded by our World War II merchant mariners in 1984, still tolls the bell of legacy and educates the people of our nation about the vital supply chain operations of our maritime industry that are maintained by resolute and courageous men and women of the United States Merchant Marine."

M.E.B.A. HALLS AND OFFICES CLOSED FOR VETERANS DAY

Veterans Day will be observed on Wednesday, November 11 and all M.E.B.A. halls and offices will be closed. Veterans Day marks the anniversary of the agreement that ended World War I in 1918. Originally known as Armistice Day, it is now celebrated as a day to commemorate all veterans in the U.S. including Merchant Marine veterans.

It is observed as Remembrance Day in the Commonwealth nations, and as Armistice Day in France and Belgium. Each year on November 11th, right at 11 a.m. (11/11 at 11), a wreath-laying ceremony is held in the Memorial Amphitheater at Arlington National Cemetery at the Tomb of the Unknown Soldier. This will be the 73rd annual National Veterans Day Observance.

NEXT MONTHLY MEMBERSHIP MEETINGS *(All times are local)*
Friday, November 6 – **Honolulu**@1100
Monday, December 7 – **Boston**@1200; **Seattle (Fife)**@*1100.*
Tuesday, December 8 – **CMES**@1430; **Charleston**@1400; **Houston**@1315; **Oakland**@1230; **Portland, Maine**@1200.
Wednesday, December 9 – **Jacksonville**@1300; **New Orleans**@1315; **Online HQ "Town Hall" Meeting@**1300 **(No Voting) – Register by emailing** mebahq@mebaunion.org
Thursday, December 10 – **L.A. (San Pedro)@**1230; **NY/NJ@**1300; **Norfolk@**1300; **Tampa@**1300.
Friday, December 11 – **Honolulu**@1100

------FINISHED WITH ENGINES------



M.E.B.A. does not tolerate assault, or harassment of any kind.
If you see something, say something – The M.E.B.A. Emergency Hotline can be reached at 1-888-519-0018.

The M.E.B.A. is the nation's oldest maritime labor union, established in 1875. M.E.B.A.'s expertise and demonstrated track record of readiness, safety, and loyalty in answering America's call to action in times of both peace and war is unrivaled in the world. M.E.B.A. HQ – Phone: (202) 638-5355; mebahq@mebaunion.org. Website: www.mebaunion.org For publication and related inquiries (and to send photos & hot news tips) contact Marco Cannistraro, M.E.B.A. Special Projects & Communications – marco@mebaunion.org Visit us on Facebook, follow us on Twitter and check us out on Instagram. The Calhoon M.E.B.A. Engineering School can be contacted at (410) 822-9600 or mebaschool.org. M.E.B.A. Plans is at (410) 547-9111 or www.mebaplans.org