

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)



"On Watch in Peace and War since 1875"

M.E.B.A. TELEX TIMES

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U.S. TRANSPORT LABOR UNIONS CONTINUE EXPLORATION OF OFFSHORE WIND OPPORTUNITIES

M.E.B.A. and other U.S. maritime unions affiliated with the International Transport Workers' Federation (ITF) continue to explore new opportunities for American workers in the emerging offshore wind industry. This week, the M.E.B.A. met with officials of Ørsted North America, the U.S. division of the Danish renewable energy company that constructs and operates offshore and onshore wind farms. M.E.B.A. was part of an ITF contingent that included representatives from the SIU, MM&P, IBU and ILWU.

The meeting that took place at Ørsted's Newark, NJ offices focused on potential workforce opportunities between Ørsted and U.S. seafarers and dockworkers. M.E.B.A. was represented at the meeting by President Adam Vokac and Government Affairs Director Erick Siahaan.

Opponents say that Americans don't have the workforce or fleet requirements needed for this up-and-coming industry and therefore would cripple its development. But U.S. unions are looking for American workers to get in on the ground floor of offshore wind efforts so that the U.S. can begin ramping up its workforce to be players in this nascent industry.

The ITF Offshore Taskforce recently established a working group for its U.S. maritime affiliates to better coordinate offshore industry efforts in the United States. A day after the Newark Ørsted meeting, ITF leaders met at our NY/NJ hall with the affiliated maritime unions and the group tapped M.E.B.A. Secretary-Treasurer Roland Rexha to chair the ITF U.S. affiliates' Offshore Wind Taskforce. In addition to President Vokac, Rexha and Siahaan, Atlantic Coast V.P. Jason Callahan and Patrolman Nico Sermoneta also participated in that meeting. The U.S.-based Taskforce will continue discussions with Ørsted at the company's Copenhagen offices later this month.

M.E.B.A. continues the fight to ensure long-term opportunities can exist to provide good-paying, pensionable jobs in the offshore wind sector well into the future.

PASHA'S JANET MARIE BEGINS SERVICE

M.E.B.A.-contracted Pasha Hawaii welcomed the latest vessel to its container ship fleet as the newbuild MV JANET MARIE arrived at the Port of Long Beach in California last week then began her maiden voyage. The LNG-powered vessel is heading to her homeport of Honolulu and is scheduled to arrive on Sunday.

The ship is the second of two new Ohana-class, 774-foot Liquefied Natural Gas-powered container ships built at Keppel AmFELS in Brownsville, TX. The new vessel joins Pasha Hawaii's fleet serving the Hawaii/Mainland trade lane, as well as the company's first vessel in the class MV GEORGE III, which began service a year ago.

The M.E.B.A. crew on the JANET MARIE's maiden voyage includes C/E Eric White, 1st A/E Thomas Norton, 2nd A/E Alec Sieving, 3rd A/E Zachary Silva and 3rd A/E Maurice Welsh.

ILA COURT VICTORY ENDS USE OF NON-UNION DOCKWORKERS AT SC TERMINAL

In a 2-1 decision, the U.S. Fourth Circuit Court of Appeals has denied a South Carolina State Ports Authority appeal that would have continued to allow the U.S. Maritime Alliance (USMX) to use non-union dockworkers to unload ships at South Carolina's Hugh Leatherman Terminal. The International Longshoremen's Association (ILA) and USMX have a collective-bargaining agreement that specifies that all container loading and unloading work on the East and Gulf Coasts are to be performed by the union's members. The South Carolina Ports Authority had been operating with a "hybrid model" in which non-union employees were operating lift equipment to load and unload containerships, while ILA members performed other longshore work. M.E.B.A. and the ILWU were the only two unions to file an Amicus brief to the court in support of the ILA's jurisdictional rights.

The ILA had not challenged that non-union labor at existing hybrid terminals be permitted to continue, but asserted that all longshore work at the new terminal (Hugh Leatherman Terminal) be performed by ILA members. However, the State and the Ports Authority disagreed, stating they were not bound by the agreement's language and were free to use non-union labor at the new terminal. The court's decision puts an end to the hybrid model South Carolina used.

ILA LEADERSHIP TEAM RE-ELECTED

Harold Daggett was re-elected to his fourth term as International President of the 75,000-member International Longshoremen's Association as the union concluded their 56th Quadrennial Convention last week.

The ILA leader saw his entire ILA Executive Officers team unanimously re-elected to their positions: Stephen Knott as Secretary-Treasurer; Dennis A. Daggett as Executive Vice President; Wilbert Rowell as General Vice President; John D. Baker as General Organizer; James Paylor and Alan Robb as Assistant General Organizers; and Benny Holland, Jr., as Executive Vice President Emeritus. All 22 Vice Presidents representing major port areas on the Atlantic and Gulf Coasts; Great Lakes; Puerto Rico, and Canada, were re-elected to the ILA's Executive Board. Congratulations!

M.E.B.A. AFFILIATE SAYS RETURN-TO-WORK ORDER VIOLATES CBA

The Federal Aviation Administration and Department of Transportation recently announced their anticipation to increase in-person work among teleworking government employees as part of the Administration's initiative to transition back to office-based work. The FAA foresees its teleworking staff to be present in the office for at least three days a week. This change is expected to take effect on October 9. But M.E.B.A. affiliate PASS (Professional Aviation Safety Specialists) says the FAA's return-to-work announcement – which was sent by video to the 11,000 FAA workers that the union represents – was a violation of their collective bargaining agreement.

“The union was misled early last week when a senior labor relations official informed PASS that a notice would be forwarded to unions prior to an announcement to employees,” said PASS National President Dave Spero. “This would have allowed us the opportunity to clarify to upper management that this message conflicts with our CBAs and to bargain if necessary over the matter. Instead, the message was sent directly to employees, bypassing the unions who represent them. PASS finds it disingenuous that management stated in the video that FAA leadership is committed “to work closely and thoughtfully with all of you [employees] and our labor partners during this process.” That didn't happen, the union concluded. “PASS did not, and was not, given the opportunity to discuss, collaborate or influence the decision to “revise” telework agreements.”

PASS subsequently filed a national grievance over the matter. They also noted that the FAA's change to telework is not consistent with guidance issued by the Office of Management and Budget (OMB) in April. The guidance dictates that decisions regarding return-to-office policies are to be data driven and require a feedback element. The agency has not identified or provided any data to support its unilateral decision. “If the FAA Management Board's action was data-driven, it would not have conducted its decision-making in secrecy without communication with or input from the collective bargaining representatives of its employees,” said Spero. “This ill-advised change to telework policy tramples on our contracts,” he continued. “We are constantly being told that this is the most labor-friendly administration in the history of this country, I call on the Biden Administration to demonstrate in no uncertain terms that it is.”

President Spero discussed the matter on Federal News Network in a discussion with host Tom Temin available [here](#).

REPORT: GREAT LAKES SHIPPING IS MASSIVE ECONOMIC DRIVER

The new Senate Energy and Water Appropriations Bill asserts that the “Great Lakes Navigation System is the backbone of our nation's manufacturing, industrial, building, and agricultural economies,” a statement reinforced by the release of a new economic impact study of maritime shipping on the Great Lakes.

The report titled; “Economic Impacts of Maritime Shipping in the Great Lakes” highlights the crucial role maritime shipping plays in the economic success of the nation. The industry drives \$36 billion in annual economic activity and generates more than \$6 billion in tax revenue. 147,350 U.S. jobs are tied to the maritime industry in the region and more than \$17.8 billion in family sustaining wages are paid every year.

“The Great Lakes Navigation System is vital to our national economic security, said James Weakley, President of the Lake Carriers’ Association. “We as a nation must continue to invest in the system to ensure it remains sustainable and resilient. The new large navigational lock in Sault Ste Marie, Michigan, reliable Coast Guard icebreaking, and dollars for dredging and navigational structure maintenance are all examples of an investment in our security.”

NEXT ESB WILL HONOR HERO MARINE

With four Expeditionary Sea Base ships already sailing and another under construction, the U.S. Navy has announced that the next vessel in the series will be named after a Medal of Honor winner and Korean war hero who distinguished himself in the Marines- the future USNS HECTOR A. CAFFERATA JR.

The ESBs, which include a four-spot flight deck, mission deck and hangar, are designed around four core capabilities: aviation facilities, berthing, equipment staging support, and command and control assets. Civilian Mariners in the MSC fleet are represented by the M.E.B.A., MM&P and SIU.

In the early hours of Nov. 28, 1950, Cafferata was serving as a rifleman with the 2nd Battalion, 7th Marines, in action against enemy forces. When all other members of his fire team became casualties, he waged a lone battle with grenades and rifle fire as an enemy attack gained momentum. Making a target of himself under devastating fire from automatic weapons, rifles, grenades, and mortars, Cafferata maneuvered up and down the line and delivered effective fire against the enemy force, killing 15, wounding many more, and forcing the others to withdraw so that reinforcements could move up and consolidate the position. As he fought against a renewed onslaught that same morning, a grenade landed in an entrenchment occupied by wounded Marines. Cafferata rushed into the gully under heavy fire, grabbed the grenade in his right hand, and hurled it free of his comrades before it detonated, severely wounding his right hand and arm. Despite intense pain, he fought on until he was struck by enemy fire and evacuated for medical treatment. Cafferata died in 2016 and was buried at Quantico National Cemetery in Virginia.

The USS LEWIS B. PULLER, USS HERSHEL “WOODY” WILLIAMS, USNS MIGUEL KEITH and JOHN L. CANLEY are in service while the San Diego’s NASSCO Shipyard continues the construction of the ROBERT E. SIMANEK.

NMC ISSUES CALCULATOR POLICY FOR CREDENTIAL EXAMS

Beginning January 1, 2024, all mariners testing at a regional examination center, monitoring unit, or federal/state maritime academy will be issued a Texas Instruments TI-30XIIS calculator to use during their mariner credential exams. All mariners should become familiar with the use of this calculator prior to their scheduled examination. The TI-30XIIS operating manual may be reviewed at [TI-30XIIS Quick Reference Guide](#). After December 31, 2023, no other calculators will be allowed in the examination room.

Any questions, concerns, or feedback should be directed to the NMC Customer Service Center by e-mailing IASKNMC@uscg.mil or calling 1-888-IASKNMC (427-5662).

M.E.B.A. HQ ONLINE MEETING ON WEDNESDAY – SIGN UP NOW

The monthly town-hall style M.E.B.A. Headquarters informational meeting will be held online utilizing “Teams” - with no voting and no resolutions introduced - on Wednesday, August 9, at 1300

(Eastern Time). This is not an actual membership meeting, but it is an excellent opportunity for Members, Applicants and Retirees to discuss M.E.B.A. business, exchange information and learn more about the latest Union initiatives.

Members, applicants and retirees need to register in advance for this meeting to mebahq@mebaunion.org. Upon confirmation of your status, the Teams access link will be emailed to you shortly before the meeting.

NEXT MONTHLY MEMBERSHIP MEETINGS *(All times are local)*

Monday, August 7 – **Boston@1200; Seattle (Fife)@1300.**

Tuesday, August 8 – **CMES@1430; Charleston@1400; Houston@1315; Oakland@1230;**

Wednesday, August 9 – **Jacksonville@1300; New Orleans@1315; Online HQ “Town Hall” Meeting@1300 (No Voting) – Register by emailing mebahq@mebaunion.org**

Thursday, August 10 – **L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300.**

Friday, August 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. 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.