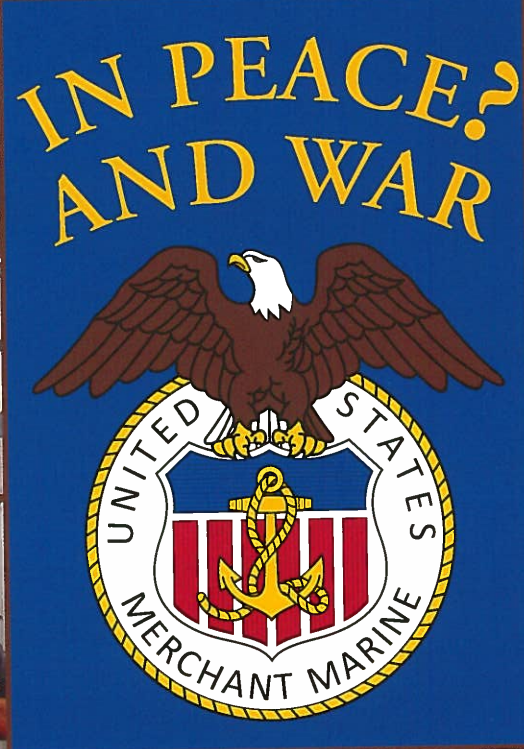


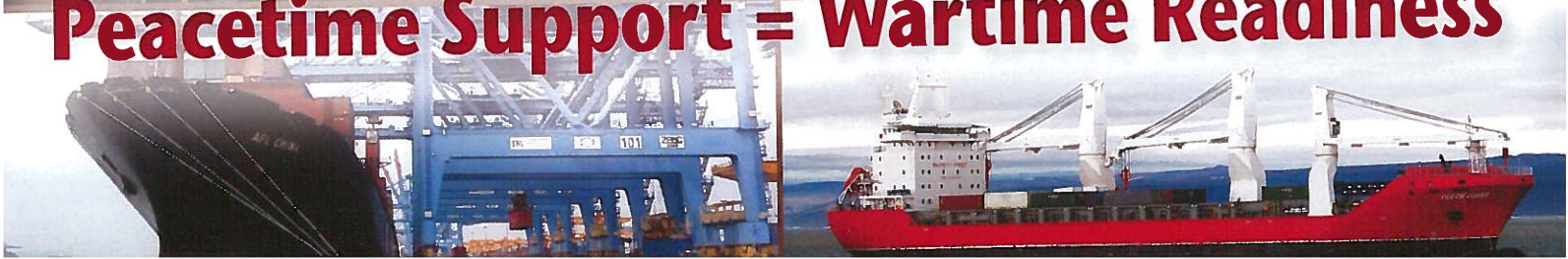
M.E.B.A.

# MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)  
4th Quarter 2014 – 1st Quarter 2015



**Peacetime Support = Wartime Readiness**







## Faces around the Fleet



1st A/E Jay A. Pierce in the engine room of MSC's Joint High Speed Vessel CHOCTAW COUNTY.



The crew of the SEA-LAND COMET during their final visit to Oakland before reflagging. Maersk flagged an international vessel under the Stars & Stripes to replace the COMET. Left to right are 3rd A/E Blake Cowan, KP Cadet Daniel Zarycki, 1st A/E Greg Cronhardt, Day worker Jim Rowe, KP Cadet Ha-Young Rhee and 2nd A/E Craig Calvert. Chief Engineer Bozidar Balic is not pictured.



Anchors away aboard the USNS POMEROY! The vessel is one of the eight Watson-class Large, Medium-Speed Roll-on/Roll-off (LMSR) ships operated by Patriot Contract Services. It is homeported in Diego Garcia.

## On the Cover:

On the cover is a collage of ships and crewmembers representing each of our contracted companies that operate vessels in the Maritime Security Program. A heightened focus on broadening the U.S.-flag fleet to help thrive in times of peace will ensure that the ships and the licensed, experienced mariners to crew them will be there in times of conflict. Left to right starting from the top row is the UTAH crewmembers (MP&P), ALLIANCE NORFOLK (M-Ships), GREEN LAKE (Central Gulf), OVERSEAS MYKONOS (OSG), MAERSK (Maersk Line), CHARLESTON EXPRESS crewmembers (MP&P), LIBERTY PRIDE (Liberty), MAERSK IDAHO (Maersk Line), Maersk Montana crewmembers (E-Ships), GREEN LAKE crewmembers (Central Gulf), OCEAN GLOBE crewmembers (Waterman), APL KOREA crewmembers (APL), OVERSEAS SANTORINI crewmembers (OSG), LIBERTY PROMISE crewmembers including Houston Branch Agent Erin Bertram (Liberty), APL CHINA (APL) and the OCEAN GIANT (Waterman).

## Marine Officer

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The Marine Engineers' Beneficial Association (M.E.B.A.) is the nation's oldest maritime labor union established in 1875. We represent licensed engine and deck officers aboard seagoing vessels, ferries, LNG and government-contracted ships. Our members also serve on tugs and barges, cruise ships, Great Lakes vessels, drillships and in various capacities in the shoreside industries. In times of military contingency, our members sail into war zones to deliver critical defense cargo to our fighting forces. M.E.B.A.'s expertise and proven track record of readiness, safety and loyalty in answering America's call to action is unrivaled in the world.



# Message from the President

There has been a lot of discussion this last year about the decreasing size of the U.S.-flag merchant fleet, job loss affecting the active pool of experienced mariners and the need for recruitment and retention due to a shifting demographic within the workforce. This ongoing discussion has taken place in the context of a declining military presence overseas and the subsequent decrease in government-impelled cargo which has resulted in a number of our merchant vessels leaving the U.S. flag.

At a point where federal policymakers need to address both short and long-term maritime policies, there are some, such as Senator John McCain, who are thoroughly convinced a U.S.-flag Merchant Marine serves no purpose.

Any further negative changes to the present status quo of our industry, such as Sen. McCain's recommendation to eliminate the Jones Act, will no doubt have a severely detrimental effect on the labor pool that currently works aboard vessels in both the U.S.-flag commercial and government fleets. It is incomprehensible that Senator McCain with his naval background, knowledge of military history and military experience can take the position he has. If Sen. McCain has it his way, the Jones Act and the U.S.-flag shipping industry it serves to support by maintaining jobs for U.S civilian mariners and a U.S. shipbuilding base, would be dismantled.

We often talk about the three legs of the stool supporting our industry – the Maritime Security Program, Jones Act and cargo preference requirements – all necessary for the survival of our U.S.-flag merchant fleet. If the Jones Act was dismantled, one leg of the stool would be removed and the number of the U.S.-flag vessels that provide jobs to sustain the existing pool of active and experienced mariners would be further downsized.

In 2008, the CEO of General Electric said, "This economic crisis doesn't represent a cycle. It represents...an emotional, social, economic reset." During recessions, many job losses are not recaptured after the downturns. Whether due to downsizing or outsourcing, industries often disappear altogether. The U.S.-flag Merchant Marine is no different than other industries as it is subject to the same economic forces and will continue to be in jeopardy of disappearing altogether.

In most recessions, the U.S.-flag merchant fleet has lost vessels and the jobs they provide. During the recent drawdowns from the Iraq and Afghanistan conflicts there has been a reduction in military force, which is a recession of types for the military services as well as for the U.S. Merchant Marine. From 2012 through today, the U.S.-flag international fleet has decreased from 106 to 81 vessels. This equates to approximately 1200 jobs.

The phrase "tipping point" has been used this last year to describe the situation facing our U.S.-flag international fleet. For our Union and others to maintain a critical mass of active mariners, we cannot do so without a job base. Those jobs need to be present in times of both peace and war. The support in times of war is always there – not so in times of peace.

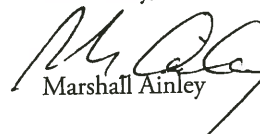
Without the necessary jobs to maintain a pool of active mariners there will be those who drift away to employment in other industries. This comes at a time when maintaining their Merchant Mariner Credentials (MMC), licenses and endorsements, has become increasingly more difficult, especially with the required 2017 STCW training. We already know the retired mariners, many who have maintained their MMCs for service in the past, now find the cost and effort to maintain their credentials too burdensome. It is no different for active mariners departing the labor pool if they choose to attempt to re-enter the industry at some point later on. The requirements to maintain current credentials and documents are extensive and would act as a barrier of entry to those looking to re-enter the workforce.

At a time when the U.S. Merchant Marine is in "peace" mode, we must diligently educate policymakers on the service we provide to the U.S. military at a minimal cost. To our industry's credit, many did just that in response to Sen. McCain's recent blast about the Jones Act.

As Sen. McCain has indicated, he's not going to stop working to repeal the Jones Act so we should all expect these attacks to continue. This fight comes down to education of our government representatives in Congress, the Administration, and others about the need for maintaining an active Merchant Marine in times of peace and war. We all know that, even in peace, the Jones Act provides for a layer of national security along our coasts, which Sen. McCain would remove if he had his way.

Our Political Action Fund serves the purpose of providing the resources to access and educate new and current Members of Congress as well as providing support for those who already stand up for our industry. Educating Members of Congress on the need for a strong and viable U.S.-flag Merchant Marine and the purpose it serves in both peace and war will never end. I encourage all M.E.B.A. members, applicants and retirees to support our PAF in order to provide your Union the resources to carry on this fight along with the other maritime unions and industry.

Fraternally,

  
Marshall Ainley







**Faces around  
the Fleet**



Onboard the MSP vessel MAERSK UTAH in Houston for the last time before changing routes are C/E Steve Beaulieu, 3rd A/E Emil Berger, 2nd A/E Mike Thomsen, 1st A/E Matt Alonge and KP Cadet Darin Zacharias.

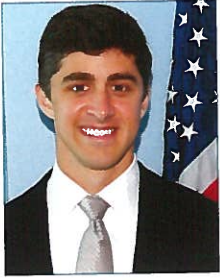


Waiting for the US Coast Guard in Freeport, TX onboard the OSG tanker OVERSEAS TEXAS CITY. Left to right are C/E Charles Mitchell, 3rd A/E Chris Chaney, 2nd A/E John Dunleavy and 1st A/E Brian Conroy.

Onboard the OVERSEAS ANACORTES are C/E Ken Ritzinger, 1st A/E Sheikh Moin Uddin, 2nd A/E Cameron Lindau and 3rd A/E Brian Nichols. The OSG oil/chemical tanker built in 2010 was in the Port of Houston.

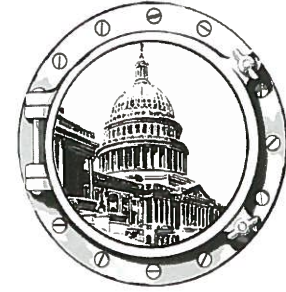


Boston Rep. Pete Tsarides got this shot of engineers in the galley of the SS POLLUX, a Keystone RRF ship getting work done in Boston. Left to right are 3rd A/E Michael Horgan, 3rd A/E Neil Dougherty and 2nd A/E Dan St. Cyr.



# Porthole on Washington

**Matt Dwyer**  
*Political Director, M.E.B.A.*



Immediately after the 114<sup>th</sup> Congress gaveled in for its first legislative session on January 3, legislation authorizing the construction of the Keystone Pipeline was introduced and quickly advanced. Only a few pages in length, the bill seeks to address the extension of the TransCanada Pipeline but, as a surprise to everyone involved, it became a platform for Senator John McCain (R-AZ) to attack the U.S. maritime industry.

Senator McCain filed an amendment in advance of floor consideration of the legislation that would have gutted the build requirement of the Jones Act. Rather than utilizing and maintaining capacity of U.S. shipbuilders which is integral to the Department of Defense's shipbuilding capability, it appears Senator McCain prefers to pander to foreign shipping interests. Under the guise of free trade, the Senator declared that consumer prices would fall if we allow foreign companies with foreign ships and foreign mariners to carry cargo along our coasts and inland rivers.

This is clearly shortsighted. The Jones Act provides for over 400,000 domestic jobs and \$24 billion in annual labor income. More importantly, the American men and women provide a level of economic and national security that cannot be duplicated. As witnessed in the first Gulf War, only American companies and American mariners can be relied upon to move American cargoes regardless of international circumstances.

Fortunately, the M.E.B.A. in conjunction with the larger maritime industry was able to quickly mobilize against the McCain amendment - which was withdrawn before consideration. The House of Representatives sent a letter to Senate leadership opposing the amendment and a number of Senators voiced their strong opposition. Unfortunately, Senator McCain did not get the message and has vowed to continue his efforts for the remainder of the two year Congressional session.

While it may have taken the industry by surprise, the Jones Act attack early this year clearly emphasized the need for a strong maritime voice in Washington D.C. Due to our size and national visibility our industry cannot effectively compete in the mainstream press. Instead, the M.E.B.A. has had the greatest level of success working directly with policymakers.

There are no secrets to the maritime industry's legislative strategy. Whether it's the Jones Act, the Maritime Security Program or the various cargo preference statutes, the American men and women working for U.S. shipping companies provide a vital economic and national security service to the country. The federal dollars supporting our industry are minimal and justifying that expenditure is not a difficult task. The challenge lies in getting an audience with Members of Congress particularly in an environment when Congressional make-up is constantly changing as it has in recent years.

A vibrant Political Action Fund (P.A.F.) is the best tool to spread our message. Every P.A.F. dollar collected is used to support Members of Congress that support the maritime industry regardless of their position on other issues. Through that process, the M.E.B.A. is able to amplify your voice in Washington D.C. A robust P.A.F. allows the M.E.B.A. to get the maritime message across to Members of Congress whether they are Democrat, Republican, northern, southern, coastal or inland.

Many M.E.B.A. members already know the value of regular P.A.F. contributions. Unfortunately, because of people like Senator McCain, the maritime stakes in Washington D.C. have been raised. While our opponents only need one win in order to topple our industry, we cannot afford to lose a single battle. If each M.E.B.A. member contributed a minimum of \$25 a month, the union would be able to reach every single Member of Congress. If you are not currently contributing at that level, please consider it. If you are - then thank you, and please help spread that message to your brothers and sisters who are not.

As always, if you have any legislative or political questions, please do not hesitate to contact me. There's no question that this is going to be a bumpy couple of years but, with your help, I am positive that we will persevere.



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## Meeting Schedule

Port	March	April	May
Boston	Mon. 2	Mon. 6	Mon. 4
Calhoun School	Tues. 3	Tues. 7	Tues. 5
Charleston	Tues. 3	Tues. 7	Tues. 5
Honolulu	Fri. 6	Fri. 10	Fri. 8
Houston	Tues. 3	Tues. 7	Tues. 5
Jacksonville	Wed. 4	Wed. 8	Wed. 6
L.A. (Wilmington)	Thurs. 5	Thurs. 9	Thurs. 7
New Orleans	Wed. 4	Wed. 8	Wed. 6
New York (New Jersey)	Thurs. 5	Thurs. 9	Thurs. 7
Norfolk	Thurs. 5	Thurs. 9	Thurs. 7
San Francisco (Oakland)	Tues. 3	Tues. 7	Tues. 5
Seattle	Mon. 2	Mon. 6	Mon. 4
Tampa	Thurs. 5	Thurs. 9	Thurs. 7



# In Peace and War

**James Caponiti**  
*President, American Maritime Congress*

Though it's not readily apparent to the average American citizen, the national security role of the U.S. Merchant Marine -- and its importance -- is routinely acknowledged by those of us whose livelihood is connected to the maritime industry. Beginning with the fight for independence in 1775 and throughout history, our industry has supported wartime engagements. Our industry has been dependable, having been called upon repeatedly when needed to deliver U.S. military personnel and materiel to areas of conflict or emergency. Perhaps most notably, the U.S. maritime industry and civilian mariners were integral to the Allied Forces' victory in World War II leading President Franklin Roosevelt to refer to our industry as the "fourth arm of defense." That label still applies in the 21<sup>st</sup> Century.

The U.S.-flag industry's sealift mission in support of military operations in Afghanistan (Operation Enduring Freedom – OEF) and Iraq (Operation Iraqi Freedom – OIF) has been historically efficient, delivering more than 90 percent of all cargoes bound to and from those countries throughout a decade of conflict after the attack on 9/11. The U.S. government was able to effectively rely on American based sealift over a sustained period of such magnitude due to the availability of a trained mariner pool and to enhancements to the nation's strategic sealift framework that had been implemented and in place for only a short period of time.

Sealift capability was re-engineered within the U.S. government during the 1990s as a consequence of "lessons learned" from the First Gulf War in 1990-1991. The "Persian Gulf Conflict" highlighted a need for more effective and dependable sealift assets from the U.S.-flag commercial fleet as well as upgraded reserve capacity in the government-owned surge fleet. An inadequate number of commercial vessels available to meet lift requirements together with readiness deficiencies encountered during the activation of numerous government reserve vessels had forced the Department of Defense to charter foreign-flag vessels to meet 23 percent of its dry cargo lift requirement.

During the effort to revitalize U.S.-flag sealift, special attention was directed to gaining assured access to militarily useful U.S.-flag commercial vessels. To achieve that outcome, the Maritime Administration (MARAD) collaborated with



## AMC Perspective

DOD's U.S. Transportation Command (USTRANSCOM) to develop and implement the Maritime Security Program (MSP) and its companion sealift readiness program, the Voluntary Intermodal Sealift Agreement (VISA). Together with U.S.-flag preference programs applicable to military and civilian government-impelled cargoes, MSP is the principal means by which our national interests are served by maintaining a U.S.-flag presence in international waterborne trade.

Though national security and sealift readiness during emergencies are the underlying purposes for maintaining the program, MSP also sustains civilian mariner jobs to retain an active mariner pool and provides a multiplier effect of economic benefits that accrue from promoting a foreign trade fleet. Nevertheless, MSP's value to the government is manifest in other ways. It provides national control of sealift resources and capabilities during peacetime and in emergencies. The level of contingency readiness that carriers sign onto in their VISA contracts, dictates the amount of preferred access to military cargoes that the carrier enjoys during peacetime. In this way, the transition to a wartime logistical footing is made easier by retaining as much as practicable the same partnerships and processes utilized and ongoing with commercial providers. Together with the annual retainer payment, the expectation of peacetime cargo revenues provides a portion of the overall MSP enrollment compensation.

The timing of MSP implementation was fortuitous given the tragic events less than five years later on 9/11 and during the years that followed. As implied earlier, sealift support for the military campaigns in Afghanistan and Iraq was notably superior to what the government and the maritime industry were able to accomplish during the First Gulf War. To begin with, the government fleet had been significantly upgraded with the construction of 19 large medium speed roll-on/roll-off vessels (LMSRs) to enhance surge and prepositioning capabilities. Consistent with that development, the Ready Reserve Force (RRF) had been radically transformed with the acquisition of newer roll-on /roll-off ships to complement the elimination of outdated and minimally useful capacity, and RRF ships were able to achieve more timely activation

*continued on page 7*





## Retirement & investment advice designed for MEBA members



With 28 years of experience in the financial services industry, and 15 years working with marine engineers, I fully understand the financial complexities, challenges and opportunities for marine engineers. If you are within one to two years of retirement you are about to make one of the biggest financial decisions of your life. You owe it to yourself to consult with a financial professional.

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## At Anchor: Recent Retirees Shifting into Reduced Operating Status

- |                      |                      |                        |
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deadlines due to the implementation of numerous readiness initiatives -- all made possible by significantly enhanced funding levels from the Navy's annual sealift account. Nevertheless, the most significant improvement was the upgrade of capability and readiness available from the U.S.-flag international commercial fleet and civilian mariners made possible by MSP and VISA.

Every element of the sealift effort to support OEF/OIF was superior to sealift operations in 1990-1991. In the early stages of simultaneous military operations, the government controlled surge sealift components operated efficiently, and cargo volumes were large enough that it was necessary to involve MSP vessels in liner services from the outset. As the years of fighting wore on, the value and effectiveness of MSP was manifest with the liner service delivery of military cargoes to distribution points at or near the theatre. The military useful criteria used during MSP enrollment had rendered the vessels to be effective for the mission, and this became especially true with the reauthorization of MSP to 60 vessels effective October 1, 2005. Expansion of the program from 47 to 60 ships allowed MARAD, in consultation with USTRANSCOM, to increase the number of MSP enrolled roll-on/roll-off vessels from 8 to 14.

Throughout OEF/OIF, DOD's reliance on MSP grew. Although there are many details to provide significant context, the simplest way to summarize the positive impact of MSP/VISA during OEF/OIF is with statistics. To support military operations in 1990-1991, the U.S.-flag commercial shipping industry contributed 21 percent of the dry cargo lift. In comparison, the U.S.-flag commercial industry percentage share of dry cargo lift over extended periods during OEF/OIF was as follows: 49 percent from 2001-2006; 77 percent from 2006-2008; and 95 percent from 2009-2010. Through 2010, U.S.-flag vessels in commercial service carried 57 percent of the total sealift, and 99 percent of it moved on MSP vessels in liner services. Finally, only 3 percent of OEF/OIF cargo moved on foreign-flag charters compared to 23 percent in 1990-1991, as cited earlier.

It is widely understood within DOD that commercial lift is a significant bargain from a budgetary standpoint. The alternative would call for a significantly larger sealift infrastructure (vessels and related equipment) for DOD to acquire, maintain, and operate -- all costing billions of dollars. Annual funding for the 60 vessel MSP retainer is only \$186 million -- inexpensive insurance in the context of defense spending -- and a bargain, given the benefits achieved with respect to jobs and capability. For that modest price, the taxpayer gains access to a modern, militarily useful commercial fleet as well as access to its global intermodal transportation network. The programs provide defense

planners the security of knowing that sufficient sealift capability is assured and available if and when it is needed for military conflict or for national emergencies.

Though I will confess to having a pro-maritime bias, fundamental logic would seem to prescribe that U.S. government policy would forever support a strong maritime industry with a more than viable U.S.-flag component. The United States continues to play an important role in international affairs and, until China apparently passed us in 2012, we stood as the world's largest trading nation. Yet only about 4 percent of U.S. foreign trade is carried on U.S.-flag ships. Of course we should carry more -- not less -- of our trade on American ships crewed by American citizens. Similar to the U.S. Armed Services, the human element -- an active citizen mariner pool -- is the most important strategic maritime asset. Sustaining a commercially viable foreign trade fleet, principally through MSP, contributes significantly to ensuring that enough trained mariners are available during emergencies to crew activated government-owned sealift assets at the same time commercial ships continue to operate. By any measure, MSP has been effective.

So MSP remains the most important of the federal programs that assist U.S.-flag ships in foreign trade, and it should be supported by all of us and fully funded by Congress. It also should be modified to meet today's economic conditions. MSP is nearing the end of its second 10-year authorization cycle on September 30 this year, and the program has been authorized for a third time through Fiscal Year 2025. Current (FY 2015) funding is authorized at \$186M for a fourth consecutive year, and authorized funding for the first three years of the new authorization cycle will remain flat at \$186M. That would make it seven consecutive years (FY '12 through FY '18) of MSP funding without escalation, with an increase to \$210M in Fiscal Year 2019. The President's recently announced budget request for FY 2016 calls for full funding at the \$186M level.

There are far fewer opportunities in recent years for MSP carriers to benefit from peacetime military cargoes due to the substantial reduction in DOD's peacetime footprint in Europe and Asia. The expectation that MSP carriers could rely on and benefit from DOD peacetime cargo revenues to supplement monthly MSP retainer payments was always intended as an economic incentive to enroll in the program. The combination of a stagnant annual stipend level until FY '19 and an expectation that peacetime cargo levels will remain modest into the future is an issue of significant concern to MSP carriers that could ultimately jeopardize the program. Accordingly, coalition members in Washington have made this a priority to address with MARAD, USTRANSCOM, and the Congress in the current legislative cycle.



## Faces around the Fleet



Hard at work aboard the SS MATSONIA are 2nd A/E Matt Ramos and Jr. Engineer Greg Cavan plugging tubes in the steam drum.



Second Mate Robert Womble coordinating activities aboard the CAPE RISE. The Keystone-managed Ready Reserve Force vessel was in Beaumont, TX loading up humanitarian supplies to fight Ebola in Liberia.



A photo taken at the Elizabeth, NJ, APM terminal. That's M.E.B.A. Port Engineer Bill Farrell who'd just headed up the repair of a container spreader.



Onboard the Keystone-managed Ready Reserve Force fleet vessel SS POLLUX. Left to right are M.E.B.A. veterans Michael Carr (Third Mate), Owen Philbin (Second Mate) and Captain Robert Noack. The vessel was getting some work done at Boston Ship Repair on Drydock Avenue in South Boston.



# Matson, Pasha on Path to Purchase of Horizon Lines, Pending Approval

Pending multiple hurdles and layers of approval, Horizon Lines plans to sell off its Alaska and Hawaii operations as part of a two-tiered plan. Horizon had reshuffled its strategy numerous times to reverse years of debt and instability. But modern day realities finally forced the company's hand and led to a big announcement late last year.

If the plan comes to fruition, first, the California-based Pasha Group would acquire Horizon's Hawaii operations for \$141.5 million. The deal would include four M.E.B.A.-crewed Jones Act vessels. The Horizon ships currently sailing in that trade include the HORIZON ENTERPRISE, HORIZON PACIFIC, HORIZON RELIANCE and HORIZON SPIRIT. Horizon Lines informed the officer unions serving on their vessels that they are working with the prospective buyers to make this a smooth transition. The unions asserted their contractual rights and Horizon Lines confirmed their intentions to honor their obligations.

The Pasha Group, a company employing non-M.E.B.A. labor in its current fleet, stated that "Horizon's Hawaii business will operate alongside Pasha's existing operations." Pasha President & CEO George Pasha, IV noted that, "Since Pasha entered the Hawaii transportation circuit nearly 10 years ago, we have elevated the quality of customer service. With this acquisition, we will supplement that service and provide an improved, more competitive offering on the Hawaii trade lane."



*At duty in-port onboard the HORIZON ENTERPRISE are (l-r) M.E.B.A. Day Worker Prentiss Smith, SIU OMU (Oiler Maintenance Utility) Heather Busney and M.E.B.A. 3rd A/E Andrew Parks.*



*The HORIZON TACOMA could be sailing under the Matson banner if the proposed acquisition is finalized.*

The second phase of the plan, contingent on the finalized sale of the Hawaii operations to Pasha, would be a merger agreement between Horizon and Matson Inc. (Matson Navigation). Matson would purchase Horizon's stock including the company's Alaska operations. The Horizon vessels actively serving on the Alaska run include the HORIZON ANCHORAGE, HORIZON KODIAK and the HORIZON TACOMA. Matson is a longtime M.E.B.A. contracted company.

The transactions could be finalized sometime this year, subject to regulatory approval and closing conditions. The potential sale would still likely take much of the year to finalize. All M.E.B.A. and MM&P members sailing aboard the Horizon vessels were urged by their respective leaderships to continue to work in their usual professional manner. The unions are working to make this proposed sale proceed as seamlessly as possible for the affected members.

As well as purchasing Horizon's Alaska operations, current M.E.B.A.-contracted company Matson would also assume all "non-Hawaii business liabilities" under an approved agreement. Matson and Horizon stated that, "Under the terms of the transaction, Matson will acquire Horizon for \$0.72 per fully diluted common share, or \$69.2 million, plus the repayment of debt outstanding at closing. The total value for the transaction is \$456.1 million (before transaction costs), based on Horizon's net debt outstanding as of September 21, 2014, less the anticipated proceeds from the Hawaii business sale."

*continued*

continued from page 9

After reducing its presence there in recent years, Horizon announced it was ending its liner service to Puerto Rico because of “continuing losses without the prospect of future profitability.” The last two vessels plying that trade, the HORIZON NAVIGATOR and the HORIZON TRADER, recently concluded their service.

Horizon was the successor company to Sea-Land Service which revolutionized containerized shipping in the 1950s. Expert M.E.B.A. officers served on the Sea-Land vessels and continued their reliable, professional service when Horizon Lines took over the Sea-Land brand over a decade ago.

“We have a 56-year history in the Puerto Rico trade and truly value the relationships we have established,” Horizon Lines President & CEO Steve Rubin noted. “Unfortunately, a combination of factors, including uncertain prospects for the Puerto Rican economy, losses over recent years and more expected going forward, aging ships that we cannot afford to continue to maintain or replace, and upcoming large capacity additions by two other carriers has led to this difficult but prudent and necessary decision.”

### End of an Era: Last of the Lancers is ‘Finished with Engines’

Nostalgic M.E.B.A. engineers, past and present, may have wiped back a tear following the news that the last of the C-7 Lancer-class box boats was going to scrap. The eight C-7s – that went into service between 1968 through 1971 – were built for U.S. Lines by Chester, Pennsylvania’s Sun Shipbuilding. The first was the AMERICAN LANCER (eventually renamed HUMACAO), followed by the AMERICAN LEGION (later the HORIZON CHALLENGER scrapped last year). The third was the AMERICAN LIBERTY which was eventually named HORIZON DISCOVERY after an earlier incarnation as the SEA-LAND DISCOVERY. The MAYAGUEZ (ex-AMERICAN LYNX), GUAYAMA (ex-AMERICAN ASTRONAUT), NUEVO SAN JUAN (ex-AMERICAN APOLLO) and CAROLINA (ex-AMERICAN AQUARIUS) were four other vessels in the class that met their fates in the early 2000s. The HORIZON CRUSADER (ex-AMERICAN LARK) was scrapped in 2010.

The DISCOVERY was the last of the breed and it made its final voyage to the Bay Bridge Scrapyard in Brownsville, Texas late last year. Her Captain, MM&P’s Bill Boyce, wrote the following:

“The last of 8 ships in the C-7 class, the Lancers revolutionized shipping as being the first true large (at that time) containerships. [They were] built for U.S. Lines and ran on the East Coast to Far East run for many years. Five ended up with Navieras de Puerto Rico and three to Sea-Land after the demise of U.S. Lines in the late 1980s. Navieras ran them on the PR/East Coast service and Sea-Land/CSX/Horizon on the Puerto Rican and Hawaiian service for many years. The DISCOVERY also served in Desert Storm.

Her keel was laid exactly 47 years ago on 10/26/1967, launched on 7/9/68, and delivered as the AMERICAN LIBERTY on 9/17/68 at Sun Shipyard, Chester, PA. It has been an honor taking this grand ole girl to her final resting place. She sure had a good run for many years. Instead of going down kicking and screaming she ran proud and well right to the very end and went down easy. Saludos to all the fine men and woman that kept this fine ship running all these years.”



**The HORIZON DISCOVERY was the last of the C-7 Lancer-class box boats. Her final crew consisted of (l-r) 1st A/E Pat Duffy, Day 3rd A/E David Rivera, 8x12 3rd A/E Lee Bettis, C/E Mike Crotty and 2nd A/E Reid Langford. (Not pictured - 12x4 3rd A/E Asher Liss). The foremast, ship’s bell and whistle were rescued off the DISCOVERY and donated by Bay Bridge scrapyard to M.E.B.A.’s Merchant Marine Memorial. Those items will be fixed up and placed in M.E.B.A.’s Memorial Park at the CMES. The Lancers live on!**

**M.E.B.A. engineers on the final voyage of the HORIZON TRADER in January before she was broken up for scrap in Brownsville, TX. This C-8 was originally constructed at Ingalls Shipbuilding in Pascagoula, MS as the AUSTRAL ENTENTE in 1972 and was operated by Farrell Lines. With the demise of the Horizon Lines Puerto Rico trade, the ship reached the end of its run. Left to right are 3rd A/E David Chapman, 1st A/E Eric White, 2nd A/E Ryan Quinlan and 3rd A/E Bryant Salvesen.**





# NCL Cruise Ship Answers Prayers in Island Rescue



It was just another day in paradise near Hawaii's Nā Pali coast late on a brilliant August afternoon. M.E.B.A. Deck and Engine Officers were keeping the watch aboard the cruise ship PRIDE OF AMERICA as they shuttled 2,400 passengers near the island of Kauai.

Bridge AB Watch Elijah Huff spied a tiny yellow boat filled with gear off to the starboard side of the ship. Capt. Ron Chrastina noted the gas cans in the dinghy and decided to launch a boat. During a small operation where crewmembers recovered the gear on the runaway dinghy, Capt. Chrastina worked the radio. He soon learned that

his Norwegian Cruise Line-America vessel was in prime position to respond to a critical situation nearby.

Four miles away, Will Schumacher was splayed out on remote Kalalau beach bloody with a broken neck and crushed vertebra. Diving into the waves, the heavy surf had batted him back onto the sand face-first and left his church group companions praying for solutions. They tried to get him up and let him "walk it off" but, by chance, a nurse who was on the beach instructed them to keep him still. Someone with lifeguard training helped the 25-year old Schumacher slow down his frantic breathing and keep calm. For the first time, the church group had brought an emergency radio, an expensive new purchase, and they used it to call the Coast Guard. Schumacher's companions swear that divine intervention was at work as the coincidences kept piling up.

The delay with the runaway dinghy had helped keep the PRIDE OF AMERICA within striking distance of Kalalau Beach, and soon the massive 920-foot cruise ship was within site. The crew's mariner skills would be tested as heavy waves forced them to drive the ship's rescue boat right up onto the beach. Though there were a few tiny boats on Kalalau, the AMERICA crew was trained and equipped to deal with this dire medical emergency. As the sun went down, the 230-pound Schumacher was strapped in and stabilized on a spine board along with a cervical collar. The crew battled the waves through darkness. Their training and experience lit the way and eventually the stricken man was secure aboard the cruise ship where he was whisked to the ship's medical center. Floating cities like the PRIDE OF AMERICA are able to tend to a variety of medical emergencies, and Will Schumacher received top-notch attention onboard until the expert M.E.B.A. crew safely delivered him to a hospital. His anterior cervical corpectomy surgery and subsequent rehab has left Will on track for a full recovery.

Doctors expressed surprise that the severity of the injury stopped short of paralysis. But Schumacher and his church group weren't shy to proclaim it a miracle.

## Cruise Industry Pioneer – M.E.B.A. Chief Engineer Lindsay Smith

M.E.B.A. member Lindsay Smith may well be a pioneer in the cruise industry after meeting a milestone that may strike some as shocking that it didn't occur years ago. NCL-America says that Lindsay, new Chief Engineer aboard the PRIDE OF AMERICA, is the first female across the 14-ship Norwegian Cruise Line fleet to sail Chief. In fact, NCL contests that she is the first female Chief in the entire cruise industry, a staggering concept. Lindsay richly deserves the position having sailed aboard NCL vessels continuously for the duration of her decade-long membership with the Union, as well as several years before suiting up with the M.E.B.A. "blue and gold."

Chief Smith says her interest in engineering was spawned in part though her grandfather's work on Great Lakes ships after WWII and her dad's employment as a project manager for a boiler construction company. "I like the fact that there are very few days that are ever the same," she noted. "Each new day brings a different challenge that must be solved. I enjoy the challenge of solving new problems and having to work through things that we have not seen before. I enjoy teaching the younger engineers how things operate and watching them gain confidence and experience with various equipment and projects." Congratulations Lindsay!



# M.E.B.A. Battles for Shoreside Workers Following Painful Relocation

M.E.B.A. shoreside workers in Nashville, TN are now reaping the benefits of over a year of grueling work on their behalf after the Union went to bat for our members in the Professional, Office and Industrial Division (POID). M.E.B.A.'s POID unit, part of the Union since 1969, performs clerical work for American President Lines, one of this country's most storied shipping companies.

In an ordeal that encompassed over a year, the lion's share of the M.E.B.A. POID jobs previously stationed in Denver were relocated to Tennessee, a so-called "right-to-work" state. In addition, APL shuttered its Oakland Middle Harbor Terminal and Seattle's Terminal 5 which impacted numerous POID employees who were laid off or forced into retirement.

The company's heavy-handed approach while making the move flew in the face of the exceptional amount of dedicated service turned in by the hardworking POID unit throughout the years. 40% of the approximately 160 POID clerical experts had been with APL for well over ten years and quite a few had over 25 years of devoted company service under their belts.

That loyal service seemed to be forgotten when APL forced their plan to close up the POID hub and reopen operations in Tennessee at half the workers' former salary. The company began hiring local Nashville workers to field the Tennessee office as Denver workers were pressured into quickly deciding on an undeserved ultimatum about the move while receiving ambiguous information from the company.

Feeling unwanted, the seasoned Denver POID professionals suspected that APL was purposely trying to dissuade them from integrating with the newly hired Tennessee workers who were set to start work for APL on the lowest rung. The feeble information provided to Denver workers and the lack of a relocation package – coupled with the promise of a pint-sized paycheck – prompted many embittered POID workers to reluctantly retire or seek work elsewhere.

Over the years, M.E.B.A. has shown its willingness to adamantly shield the rights of our shoreside unit while



***M.E.B.A. POID Delegates in Nashville, TN. In back are (l-r) Lakeyba Johnson, Randall Scott Potter, Kimberly Beckman and Erin Hawks. In front are John Spyker, Lakeisha Rollins, Marcia Mayberry and M.E.B.A.'s POID Representative April Fleischer.***

holding firm at the bargaining table in advancement of a more lucrative work experience. Fitting past practice, M.E.B.A. battled tooth and nail on behalf of the POID workers in pursuit of fair and equitable wages for our Nashville employees while earning just compensation for the Denver POID workers.

Leading the charge in the face-off with APL to get them to honor their contractual obligations was M.E.B.A.'s Executive Vice President Adam Vokac and POID Representative April Fleischer. Their focus and follow-through pushed the dispute into an arbitration and mediation. Along with Oakland Representative Dave Nolan, Headquarters Contracts Rep. Mark Gallagher and Counsel George Davies and Richard Rouco, the Union was successful in obtaining over a 30% increase in wages in addition to 50% back pay for the Nashville members. M.E.B.A. was also able to retain the jobs of some Oakland POID employees and heighten severance and benefits for others. Negotiations and MOU for the Seattle workers secured a settlement fee while preserving POID work in other locations. The Union also scored a \$5,000 relocation package for the Denver members who made the move to Nashville. The workers will enjoy another 2.5% wage increase in May of this year.

*continued on page 13*



***At the POID holiday party late last year are (standing in back from l-r) Kim Beckman, Donny Kanhaphanh, Danny Gibbs, Kathy Deshotels, Marcia Mayberry, Giovonya Nunnally and Lee Lazarus. Sitting from (l-r) are Courtney Burrell, Khandice Alexander, Micheline Ford, Gail Fitzgerald and John Spyker.***



continued from page 12

But M.E.B.A.'s Adam Vokac noted, "The negotiations, arbitrations, and mediations over relocations, employee issues, and general grievances don't come at a small price.... M.E.B.A. jumped through many hoops and over numerous hurdles to accomplish what we did."

The crusade on behalf of our shoreside workers was draining on M.E.B.A. resources especially at the 1.3% Union membership dues rate the POID unit pays. The current contract expires in May of 2016 and M.E.B.A. needs to keep steaming ahead to fight for POID's future. M.E.B.A. must improve that dues rate to allow the Union to continue to battle on behalf of our POID workers with the same tenacity that enabled the arbitration and mediation victory. In mid-February, POID began voting on whether to support a modest dues increase to adjust their rate from 1.3% to 2.5%. For the second time in their history, the POID unit is conducting their vote online. Individualized PIN numbers

were emailed to each of the dues paying POID members to register their choice during the 30-day referendum.

Adam Vokac asked POID members to encourage their co-workers to support the increase and vote in favor. He said that a strong "yes" vote on this referendum will show that the hardworking POID employees "will continue to demand respect in the workplace as we move forward."

"Our new members in Nashville have already benefited from Union representation and the advantages that come with it," pointed out POID Rep. April Fleischer. It might not be obvious for some in a Right-to-Work state, but employees belonging to a union and maintaining solidarity have better medical insurance, pensions, and grievance procedures which allow them to speak freely about their jobs.

April noted that, "the M.E.B.A. POID group in Nashville is quickly learning there is strength in numbers as the unit continues to grow and membership is on the rise."

## Newer Ships Deployed Within M.E.B.A. Maersk Fleet as TP-5 Service Dries Up

Citing economics, Maersk Line, Ltd. pulled the plug on its Asia-U.S. West Coast service and made several moves to bring newer vessels into its U.S.-flag fleet crewed by M.E.B.A./MM&P/SIU.

The termination of the Transpacific (TP-5) service prompted the company to shuffle its fleet by first reflagging three of the four Champion class TP-5 vessels then replacing them under the U.S. flag with newer ships from Maersk's international fleet. Together, the four vessels are being redeployed within the Maersk network at no net loss of jobs for the unions represented aboard.

The outgoing TP-5 vessels were reflagged on staggered dates in February and included the SEALAND LIGHTNING and SEALAND INTREPID (both built in 1997) and the SEALAND COMET (built in 1995). The other vessel in the trade, the SEALAND CHARGER, will continue sailing under the Stars and Stripes in the China to India shuttle run.

A U.S. flag was raised above the SAFMARINE NGAMI (built in 2008) in mid-February and the vessel was crewed up with M.E.B.A. officers. She will serve in the East Africa feeder service. The MAERSK KENSINGTON (built 2007) is set to flag-in sometime in early March. The MAERSK KINLOSS (built 2008) is due to come into the U.S. fleet in mid-March. Both of those vessels are due to serve in the U.S. East Coast to Middle East run.

The company will likely continue to swap out older ships with newer tonnage as the year progresses.



*The SAFMARINE NGAMI was reflagged to the Stars and Stripes in February. She will be deployed in the East Africa feeder service.*



*The MAERSK KENSINGTON is joining the U.S. fleet in early March. M.E.B.A., MM&P and SIU will serve aboard the vessel which is set to sail in the U.S. East Coast to Middle East service.*



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*Picture from Left to Right*

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 Bruce W. Robson, CFP®, Natasha R. Donoway, Andrew H. Benjamin,  
 Mark E. Engberg, CFP®, Rose M. Whyland, Frank L. Brittingham,  
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# Shipping Shorts



Officers and crew of the Matson ship *MANUKAI* were honored with the Coast Guard Meritorious Public Service award for the dramatic rescue of a stricken sailboat crew in August near Hawaii in the midst of Hurricane Julio. Left to right are Rear Admiral Cari Thomas, *MANUKAI* Captain John Bloomingdale, Third Mate Justin Moore and 2nd A/E Josef Eggert. The vessel is crewed with M.E.B.A. Engineers and MM&P Deck Officers.

## Need Photos From the Fleet!

Send your photos to [marco@mebaunion.org](mailto:marco@mebaunion.org) so we can supplement our Facebook page and/or use them in future issues of the *Marine Officer*. Photos of life aboard ship and especially of our members hard at work are encouraged. Digital photographs should be taken at the highest resolution setting. In all cases, make sure you I.D. the vessel and people in the photos.

## NMC Website Assists Med Certificate Renewal

Members needing to renew their medical certificates can get some assistance by a Coast Guard/NMC web page that helps shuttle you through the process. The site is located at [www.uscg.mil/nmc/medical/medical\\_cert.asp](http://www.uscg.mil/nmc/medical/medical_cert.asp)

## Coast Guard Form for Drug-Free Certificate Can't Be Substituted

As a reminder for M.E.B.A. members and applicants seeking a renewal or upgrade of their Merchant Mariner Credential (MMC), the U.S. Coast Guard's Drug-Free Certificate long form is a prerequisite in satisfying Coast Guard requirements. Certificate renewal will not take place by substituting the long form with anything else such as the letter from the Plans Office or written statement for Random Drug Screen from an official. Without the completed long form, your renewal process will be delayed.

Every M.E.B.A. Union hall has a request sheet that can be used to obtain the long form from the Medical Review Officer at University Services. Once

*continued*



M.E.B.A. Executive V.P. Adam Vokac (at left) and MM&P Captain Raymond Shipway (at right) with ILWU Ship Clerks' Association Local 34 President Sean Farley. Union reps. gathered to support the completion of the "James R. Herman Memorial Sculpture," named after a labor leader, at the Pier 27 Cruise Ship Terminal in San Francisco, California.



Members in the control room of the *MV WENATCHEE*, a Jumbo Mark II Washington State Ferry. Left to right are Oiler Andrzej Biesiadzinski, M.E.B.A.'s new WSF Representative Chad Scott, Oiler Nicholas Arieff, Chief Engineer Chris Ray and Assistant Engineer Jim Moyer.



**A Tripartite Agreement meeting at M.E.B.A. HQ. M.E.B.A., MM&P & AMO, as they have in each RRF bid since 2000, coordinate on total labor costs submitted to their companies bidding on the 48 Maritime Administration Ready Reserve Force fleet vessels. Left to right are AMO's Contracts Analyst Chris Holmes, AMO National Executive V.P. Robert Kiefer, M.E.B.A. Contracts Rep. Mark Gallagher, MM&P Contracts Officer Lars Turner and MM&P Consultant George Korba.**

they receive the signed request with your test information, the MRO will send a long form to the address you provide. The request for the long form is on the M.E.B.A. website in our Docs & Notices section accessed directly at <http://mebaunion.org/MEBA/docs-notices/> or by hitting the Docs & Notices link on the left side of the M.E.B.A. website ([www.mebaunion.org](http://www.mebaunion.org)).

### **New WSF Rep.**

Members working for the Washington State Ferry system selected Chad Scott as their new Representative following a short balloting period. The M.E.B.A.'s District Executive Committee accepted the recommendation and appointed Chad to the post. Former WSF Rep. Bill Knowlton had done an outstanding job for the past four years but decided to take his retirement from the WSF.

### **New Shoreside Work - Plant Maintenance**

M.E.B.A. along with American Crewing Service, has secured jobs for our membership performing maintenance work at various New England-area power plants. The contract with American Plant Maintenance, Inc. involves work that can last anywhere from a few days to several weeks. These new jobs, currently being called out of the Boston Union hall, will be called

as night jobs. The company has already been impressed with the work of our members and are seeking to expand our role. This new work helps broaden our current job base and increases the diversification of opportunities available to our membership.

### **CMES STCW FAQ**

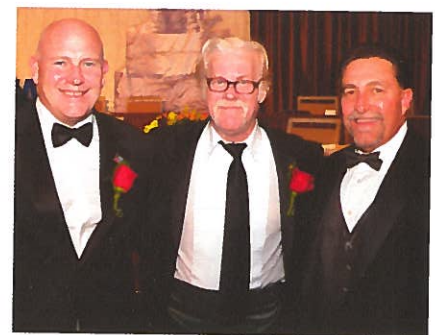
The Calhoun M.E.B.A. Engineering School has a Frequently Asked Questions section on their website about the new STCW requirements and courses needed. You'll see the FAQ listing right at the top when visiting their website accessed at [www.mebaschool.org](http://www.mebaschool.org).

A number of probing questions are answered on the FAQ that will help bring further clarity to the new regulation changes.

### **WSF Ferry Members Rescue Jumper**

Passengers traveling on the Seattle-Bainbridge Island route on the Washington State Ferry M/V PUYALLUP couldn't have been more impressed with the crew's efficient rescue operation of a drowning man in January. Seattle-area newspapers reported that the man overboard was a passenger who acted out an ill-conceived suicide attempt. On a weekday morning, a man was spotted

flailing around in Puget Sound. Crewmembers responded quickly, gave notice to the passengers of vessel maneuvers, then rapidly backtracked and launched a rescue boat. Within minutes, the 35-year old man was recovered in stable condition. Passenger P.J. LeDorze had told area news outlets that that he was blown away by the professionalism and competence of the crew. "It was a very efficient and well-run exercise," he noted. "Either through training or practical experience, they knew what they were doing. There was never any chaos at all. It was a very well-run rescue...it was very impressive."



**ITF's Stephen Cotton (left), who continues the fight to raise standards for mariners, was recognized at the AOTOS Awards in November. With him are MM&P President Don Marcus and SIU Secretary-Treasurer Dave Heindel who also serves as the ITF seafarers' section chair.**



## Check Us Out on Facebook; Sign up for Twitter Feed

Members who stay tuned with the M.E.B.A. Facebook page and receive the Twitter feed get the early word about breaking news in the M.E.B.A. world. We have recently rededicated ourselves with the Twitter feed and updates have been tweeting out with regularity.

You can scroll down to the very bottom of M.E.B.A.'s homepage ([www.mebaunion.org](http://www.mebaunion.org)) and click the Facebook or Twitter icon to see what we're serving up or just do a web search to find them. On Twitter we are "@mebaunion." Check it out, make sure you "like" us, and invite some friends to do the same.

## M.E.B.A. Seattle Relocating Closer to Tacoma Port

M.E.B.A.'s Union hall in Seattle will be moving to new digs following the purchase of a larger space in nearby Fife. The new hall is bigger, has plenty of parking and requires very little additional work to make it serviceable for the needs of members. The relocation will take place as soon as practical, in the very near future. The 5,816 square foot, two-floor is located in Pierce County. The address is 5210 12<sup>th</sup> Street E., Fife, Washington 98424. It is 20 minutes south from the current location, very close to the Port of Tacoma and right off I-5. It's in close proximity to Seattle-Tacoma

International Airport with hotels and restaurants nearby. Phone, fax and email addresses will remain the same once the move is made.

## Online Portal – Pay Dues, Make P.A.F. Contribution

M.E.B.A.'s convenient payment portal allows members, applicants and retirees the ease of online monetary transactions. This is the most convenient way to pay dues or service charges by credit card, debit card or through your checking account. You can also set up a recurring payment schedule to automatically keep current. The site allows you to view your transaction history online in a secure manner. In addition, the set-up allows members, applicants and retirees to make contributions to M.E.B.A.'s Political Action Fund that supports so many members. The PAF keeps M.E.B.A. jobs afloat by affording a crucial lifeline to those who help determine the fate of the U.S. Merchant Marine. The registration process is painless. Once your information is in place, you'll find this to be the most efficient and advantageous manner to remain in good standing and extend a needed monetary infusion to vital Union programs such as P.A.F. or the Good & Welfare Fund. You can access the electronic payment portal from several locations on the M.E.B.A. homepage ([www.mebaunion.org](http://www.mebaunion.org)). Sign up today!



**Oakland Patrolman Christian Yuhas (foreground) and M.E.B.A. member Jim Rowe on an M.E.B.A./SUP phone bank session for the Alameda Labor Council.**

## Applications for 2015 CMES Cadet Internship Program

Applications for the Calhoun M.E.B.A. Engineering School's 2015 Licensed Cadet Internship Program are available online. The program was designed to help mold the next generation of M.E.B.A. mariners. It is targeted toward cadets going into their senior year and eases the way for them to gain M.E.B.A.-contracted employment. The application for the 2015 Cadet Internship Program is now available for download on the School's Admissions page accessed

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**The USNS TRENTON was recently christened at the Austal USA shipyard in Mobile, Alabama. It's the fifth of ten Joint High Speed Vessels (JHSVs) being built for the Military Sealift Command and is crewed by M.E.B.A., MM&P & SIU civilian mariners.**





*M.E.B.A., MM&P and SIU members at the christening of the USNS TRENTON. From left to right are Chief Mate Erwin Lao, AB Michael Strickland, Second Mate Brad Musselman, Navy Secretary Ray Mabus, Ms. Virginia Kamsky (Ship's Sponsor), Capt. Susan Orsini, 2nd A/E George Cornelius, and 3rd A/E Alexandra Burgess-Chrost.*

from [www.mebaschool.org](http://www.mebaschool.org). For more information, please contact the School at (410) 822-9600 or [info@mebaschool.org](mailto:info@mebaschool.org).

### **Members Can Help Update Our Database**

M.E.B.A. is making a concerted effort to better update our database. This will also assist us when trying to contact members with the necessary credentials for future job opportunities and for Government fleet activations. Completed forms are being sought from Active & Retired Members as well as Applicants. Update forms are available in the Union halls. You can

also fill out the form online. Visit our website ([www.mebaunion.org](http://www.mebaunion.org)). Under the "Members" tab select "Update Your Contact Information" then click on the "Address Changes Form." Besides address and other contact information, there is a section to update certain key STCW endorsements and certifications as well as highest licenses attained.

### **GREEN BAY Out, OCEAN GLOBE In**

The Pure Car/Truck Carrier M/V GREEN BAY flagged-out to Marshall Islands registry and was replaced by the heavylift vessel M/V OCEAN GLOBE. Waterman Steamship Corp. crewed up the sister ship of the M/V OCEAN GIANT with M.E.B.A.

Engineers and MM&P Deck Officers. The OCEAN GLOBE takes over the Maritime Security Program chit from the GREEN BAY.

### **AMO Members Choose New Leader**

Congratulations to the American Maritime Officers who recently elected a new leader to succeed Tom Bethel after seven years. Paul Doell, part of the AMO for 32 years, is the union's new President. Paul first joined the AMO in late 1972 and has been a fierce advocate on behalf of the industry throughout the years. We look forward to working with Paul in his new role for the betterment of the U.S. flag fleet and the beneficial future of American mariners.



*M.E.B.A. Captain Andrew Johnson checking out the Marine Officer at his desk aboard the Keystone-managed RO/RO CAPE RISE. The vessel recently completed a successful mission to Liberia delivering humanitarian supplies to combat Ebola.*



*Aboard the COASTAL 303 in New Orleans. The vessel, along with the ALABAMA ENTERPRISE, is an Integrated Tug/Barge managed by Sulphur Carriers, Inc. From left to right are M.E.B.A.'s Gulf Coast V.P. Phil Sistrunk, Elizabeth (Lee) Jenkins and Avery (Rex) Bundrick.*





*The American Maritime Congress recently said farewell to Executive Secretary Dianne Lauer who retired after almost 16 years with the AMC. The AMC Board was reluctant to let Dianne go, but in the end, decided against using threats or hostile measures to make her stay. Left to right are Keystone's Phil Fisher, M.E.B.A. President Marshall Ainley, M.E.B.A. Secretary-Treasurer Bill Van Loo, Central Gulf/Waterman's Chris Johnsen, Maersk Line's Bill Kenwell, Dianne Lauer, M.E.B.A. Atlantic Coast V.P. Chris Guerra, M.E.B.A. Norfolk Branch Agent Tracy Burke and AMC President Jim Caponiti. Rilla Gaither (off camera) will help keep the AMC on an even keel as she joins the organization. She brings an impressive resume with her including 34 years of experience at the Maritime Administration.*

### **MOLA Pushes Ahead**

The M.E.B.A. and MM&P recently met to discuss opportunities to join forces in the future as part of the Merchant Officers Labor Alliance (MOLA). The MOLA was formed between the M.E.B.A. and MM&P to strengthen our organizations with an eye toward securing stronger contracts with increased job security. The unions seek to achieve this by working together to cut costs, strengthen the positions of both organizations in the maritime industry and present a united front on Capitol Hill. As in the past, and since 2007 when the MOLA was approved by members of both organizations, issues of common interest were discussed at

the meeting and joint planning sessions will continue.

### **New Five-Year Deal with Boston Marine Transport**

Members working for Boston Marine Transport, Inc., a tug and barge outfit primarily operating in the New York area, recently ratified a new five-year contract. The new deal immediately triggered a 5.85% wage increase retroactive to August 11, 2014 with 3% pay raises each year until 2018. Atlantic Coast V.P. Chris Guerra oversaw the new MOA which was primarily hammered out by former Boston Representative Bill Campbell and current Boston Rep. Peter Tsarides who closed the deal. Valuable assistance was

contributed by HQ Legal & Legislative Director Nils Djusberg and HQ Contracts Rep. Mark Gallagher.

### **M.E.B.A./MM&P Hawaii Inter-Island Ferry Conference**

Hundreds flocked to a Hawaiian Ferry conference in October organized jointly by the M.E.B.A. and MM&P as efforts to outfit the Hawaiian Islands with a reliable ferry system are being pursued. The conference took place at the old terminal of the Hawaii Superferry – a project that resulted in a glorious failure six years ago despite great initial hope. Though that initiative left investors in the lurch, the Superferry fiasco revealed a wealth of “lessons learned” that will

*continued on page 21*



*Some of the M.E.B.A. negotiators working on a new collective bargaining agreement with NOAA. Left to right are Tim Olsen (C/E on the NOAA research vessel NANCY FOSTER), Craig Moran (C/E on the NOAA Fisheries Survey vessel HENRY BIGELOW) and Tracy Burke (Branch Agent in Norfolk who also serves as our Government Fleet Representative).*

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*Retired M.E.B.A. member Stanley Sudol, with his wife Dianne, presented Headquarters with this framed photo of National M.E.B.A. Convention Delegates from 1912. Stanley shipped out with the M.E.B.A. for 27 years. Amazingly, he found the picture at a garage sale for \$15 some years ago and hung it at his house in Washington State. He decided though, that the Union would really appreciate such a treasure. This fantastic piece of history is proudly displayed at M.E.B.A. HQ in our front lobby.*



*The USNS POMEROY at sunset. The vessel is one of the Watson-class LMSRs managed by Patriot Contract Services. It spends most of its time in Diego Garcia. Thanks to Pass-Through M.E.B.A. Chief Mate Darin Huggins for the photo.*

aid the establishment of a realistic inter-island ferry system. M.E.B.A. Oakland Patrolman Christian Yuhas advocated for bigger vessels on a new Hawaii run that can carry plenty of people and cargo with a smoother ride than the older system. A recent newspaper poll revealed that 87% of Hawaii voters believe the State needs an inter-island ferry. Several Hawaii lawmakers have been vocal in support of such a service and a few of them attended and spoke at the conference. The event received great press coverage and was a great first step to get the State moving toward a ferry system that Hawaii needs and deserves.

*continued on page 23*



*The SS AMERICAN VICTORY crew following completion of the "Pearl Harbor Honor Cruise" recently. The ship is one of three operational Victory ships built during WWII (LANE VICTORY & RED OAK VICTORY are the others.) The day cruise in Tampa, FL took place with 623 onboard. A partial i.d. list of the group in the shot include (second from left) retired Chief Keith Brewton, retired Chief David Janes, Chief Mate Jack Timmel, Captain Jack Menendez, Executive Director Bill Kuzmik, Chief Engineer (ret) Bill Vaughan, and many others. Joining them in the engine room were retired Chiefs Kevin Behan and Larry Cook.*



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Engineers aboard OSG's OVERSEAS TAMPA. Standing (l-r) are 3rd A/E Victor Quioto and 1st A/E Ron Smith. Sitting down are (l-r) 2nd A/E Laurallee Kopras and C/E Greg Guldjord.



M.E.B.A. Horizon Engineer Christopher Thomas and M.E.B.A. Engineer Prentiss Smith aboard the USS POTOMAC during a fundraiser in Oakland for the Seamen's Church Institute. The vessel, known as the "Floating White House" was the Presidential yacht of Franklin Roosevelt. FDR was a board member of the Seamen's Church Institute which provides personal and spiritual assistance to mariners worldwide.





*Maritime industry representatives honored Sen. Carl Levin recently with the "Silver Shovel" award for "digging" into the important issues impacting shipping on the Great Lakes. Levin just retired after 35 years in the Senate representing Michigan. Left to right are Mark Barker (Interlake Steamship), Ed Kuss (International Association of Machinists and Aerospace Workers), Jerry Achenbach (Superintendent of Great Lakes Maritime Academy), Jim Weakley (Lake Carriers' Association), Jeff Freeman (Fincantieri Marine Group) Tracy Burke (M.E.B.A.), Senator Levin, Tom Wiater (Central Marine Logistics) Bart Stupak (former Congressman), Betty Sutton (St. Lawrence Seaway) Jim Patti (MM&P-MIRAID) and Beau Boulter (former Congressman).*

**Jack McGinnis Retires, Harry Toler Succeeds in Charleston**

After holding down the fort at our Charleston Union hall for the last 20 years, M.E.B.A. stalwart Jack McGinnis has handed over the keys to a new Representative. Jack joined the Union in 1968 and shipped out for well over 20 years before helping out the M.E.B.A. on the shoreside level. He took over from Charleston Representative Ray Hill in 1993 and has been steadfast in his support of the membership over the years. Jack decided it was time to enjoy the fruits of

his labors and he needs more free time to live the good life. Thank you Jack. 46 years after joining the M.E.B.A., we wish you fair winds and following seas!

**WSF, AMHS Arbitrations Net Gains**

M.E.B.A. received positive outcomes in a pair of arbitrations that recently concluded in our favor. Last year, negotiations with the State concerning Washington State Ferry wages and other economic issues reached an impasse leading to the arbitration. An Arbitrator awarded 4% wage increases for all

M.E.B.A. classifications in the first year with 2.75% increases awarded in the out-years. In addition, penalty pay improvements were made and holiday pay, when off the vessel, was increased by 50%. WSF members will also be reimbursed up to \$225 for MMC and TWIC credentialing expenses. M.E.B.A. Seattle Branch Agent Jeff Duncan represented the M.E.B.A. with key contributions from former WSF Rep. Bill Knowlton and Counsel Mike McCarthy. Of note, the new WSF contract includes increases to Training Plan contributions. The agreement covering Licensed WSF members

*continued on page 25*

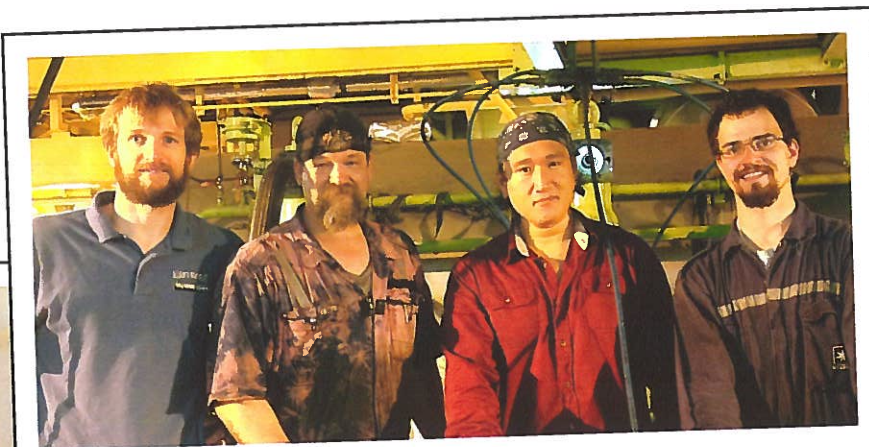


*The M.E.B.A. HQ holiday party in December had a special visit from former high-powered lobbyist and political operative Joe Miller who once served as an M.E.B.A. official in Seattle and worked with Jesse Calhoun. Joe (center) also wrote a brilliant memoir about his life as a political insider in his book *The Wicked Wine of Democracy*. At left is Maritime Administrator Chip Jaenichen with M.E.B.A. Secretary-Treasurer Bill Van Loo on the right.*

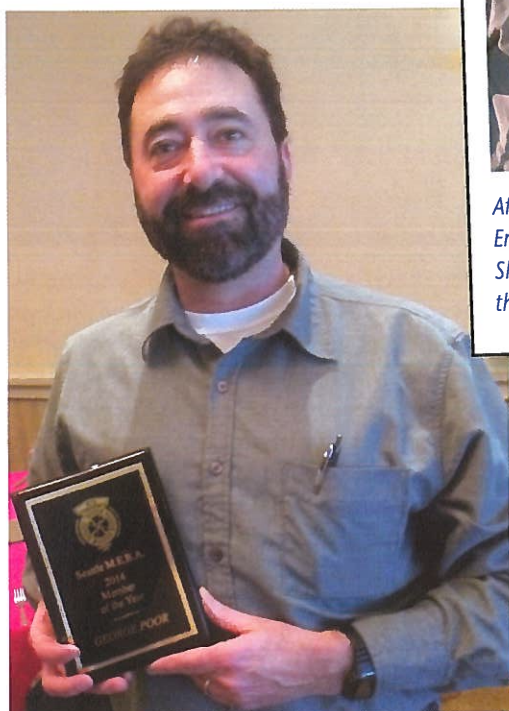




# Faces around the Fleet



After a job well done following an exhaust valve change-out are ALLIANCE RICHMOND C/E Eric Gould, Day worker Ling Jian Liang and 3rd A/E Michael Slonaker. Maersk Line relinquished the Maritime Security Program chit on the vessel and the RICHMOND headed to Charleston for reflag. Not pictured is 2nd A/E Daryl Thomas.



M.E.B.A.'s George Poor was honored with the 2014 Seattle Member of the Year award in December. A Calhoun School graduate, George is a longtime member who has sailed Deep Sea and for the Washington State Ferries. He is currently Chief Engineer on the M/V FAIRWEATHER in the Alaska Marine Highway System.



As if going into FOS wasn't exciting enough, M.E.B.A. Ready Reserve Force members maximize the thrill with a skydiving excursion in DeLand, FL. Seen here are C/E Brent Hayworth of the M/V CAPE DOUGLAS and C/E Gregory Lawrence & 3rd A/E William Welch, who are both from the M/V CAPE DECISION. Those vessels are Charleston-based RRF ships managed by MTL. William is a veteran skydiver while the two Chiefs made their first jump as part of accelerated freefall school.



Members getting a rare dose of sunshine on deck of the USNS REGULUS (Keystone), a Fast Sealift Ship in MarAd's RRF. Left to right are Port Engineer Jeffery Minarik, 2nd A/E Jason Lisowski, 3rd A/E Christopher Laurita, Chief Mate Daryl Hagar, 1st A/E Leo Williams and Chief Engineer Hank Cole.



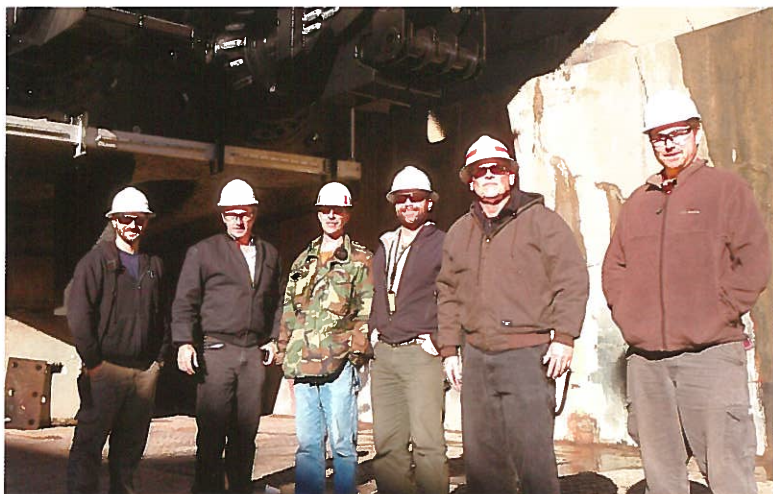
increases Training contributions from \$1.00 to \$2.00 with a \$.50 to \$2.00 Training bump in the Unlicensed agreement.

The second arbitration was pursued by the Union for our members sailing in the Alaska Marine Highway System. The State had been miscalculating the Money Purchase Benefit contribution

since 2012. The Arbitrator ruled that AMHS must make members “whole” for the difference between what they were paying into the MPB since July 1, 2012 (8.62%) and the 9.383% they should have been paying. This includes interest that members would have earned on their accounts had the payments been made timely. In

addition, the AMHS will shoulder the load of the Arbitrator’s fees and expenses.

M.E.B.A.’s Juneau Representative Ben Goldrich shuttled the arbitration to fruition with significant contributions made by Executive V.P. Adam Vokac, Seattle Branch Agent Jeff Duncan and Counsel Mike McCarthy.



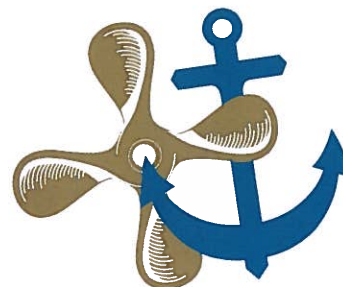
**Crewmembers overseeing drydock repairs to MSC’s JHSV USNS SPEARHEAD at Deytens Shipyard in Charleston, SC. Left to right are 1st A/E Matthew Mossinger, Port Engineer Rob Palandro, Captain Douglas Casavant, Chief Mate James Regan, C/E Joseph Semon and Port Engineer Stephen Midkiff. They were performing pre-flood/float off inspection of the vessel after completing several weeks of hull and machinery repairs.**



**M.E.B.A. worked the late January California Maritime Academy Career Day recruiting the next generation of expert M.E.B.A. mariners. The M.E.B.A. recruiting team consisted of (l-r) Kurt Landwehr, Amanda Sedano and Oakland Patrolman Christian Yuhas. All three members are CMA Alumni.**



**Getting set to enjoy holiday cheer at the Seattle party in December were (l-r) MM&P Coast Agent Jeremy Hope, MM&P Offshore Pacific VP Captain Dave Boatner, M.E.B.A. Seattle Branch Agent Jeff Duncan, MM&P President Captain Don Marcus, M.E.B.A.’s Bill Knowlton and M.E.B.A. Seattle Patrolman Kevin Cross.**







## Faces around the Fleet



3rd A/E Angelo Roccasalva, 2nd A/E Dasril Panko and 2nd A/E Sean Lusignan during a break in the action aboard the Keystone RRF vessel SS POLLUX. The vessel was at Boston Ship Repair.



Engineers aboard the Keystone-managed CAPE RISE which completed a mission to Liberia with equipment and supplies to fight Ebola. Left to right are Chief Engineer Daniel Scrivanich, 1st A/E Matthew Bennett, 3rd A/E Zachary Edwards, 3rd A/E Antuan Barnes, 2nd A/E Russell Lino and Day 2nd A/E Frank Crifasi.



These are the voyages of the TEXAS ENTERPRISE - a bulker managed by Sulphur Carriers. Left to right are 3rd A/E Matt Nilson, KP Cadet John Wesely, QMED Eric Bishop, 1st A/E Chris Waugaman, 3rd A/E Scott Grant, 2nd A/E Ansel Thompson and 3rd A/E Mike Gosnick. C/E Will Sullivan was not part of the photo shoot.





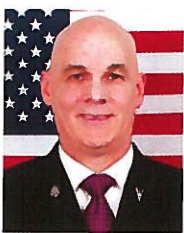
# Finished with Engines

*“They no longer hear the calling of the watches, or the falling of the storm rain in the night. Seas shall weary them no more, for they have reached their final haven—their further shore.”*

## RALPH HENRY ALBERS

Ralph Albers pushed off toward his final frontier on July 1, 2014 at the age of 91. He sailed in ship radio shacks and served with distinction in WWII as part of the “Fourth Arm of Defense.” He later worked for General Electric in many capacities before retiring as the Vice President of Government Mobile Communication Sales. Ralph was a Kentucky Colonel, a member of MENSA, the James Smithson Society, and was a volunteer for the S.S. John W. Brown Project Liberty Ship and the Franconia Senior Center. Following World War II he married Birdie Cundiff in 1947. They were together for 63 years until her death in 2010. Besides his wife, he was preceded in death by his brother Eugene. Survivors include his three children, Rhonda “Roni” Campbell, Dave Albers and Mark Albers; four grandchildren, and four great-grandchildren.

## JON N. ANDERSON



Jon Anderson crossed the bar on January 10, 2015 at the age of 55. Jon came from a maritime family. His father, Joseph Anderson, was M.E.B.A.’s San Francisco Representative in the 1970s. His mother, Muriel Anderson was part of the Marine Cooks and Stewards

and was a purser in the 1950s. Jon’s brother Joseph Anderson graduated the Calhoon M.E.B.A. Engineering School in 1970 and his twin brother Jim Anderson had a long M.E.B.A. career before he recently retired. Jon came up through the ranks from wiper to Chief Engineer. He applied with the Union in 1993 becoming a full-fledged member in 1996. Early in his M.E.B.A. career he went to the Great Lakes and worked hard to organize ships. He sailed out of the West Coast after leaving the Lakes and shipped for Matson Navigation, Keystone Shipping, Marine Transport Lines and many other. In the late 1990s, Jon decided he would like to follow his real passion which was representing the M.E.B.A. membership. In 1998 he became the elected Patrolman in the port of San Francisco. While there, he honed his contract negotiating skills with then-West Coast V.P. Bud Jacque. Together they worked on the APL, Matson and ATC contracts. Jon did work on numerous negotiations and was particularly proud of the gains he helped bring members serving in the Golden Gate Ferry fleet. Later, in his second term as Patrolman, Jon was asked to go to the Seattle hall to fill the Patrolman’s job there. In Seattle, Jon performed the Patrolman’s job with great zeal. The members asked him to run for Branch Agent of Seattle to carry on the work of the Union. Jon did so in 2004 and won. As Branch Agent of Seattle, Jon negotiated a beneficial Washington

State Ferry contract for the members acquiring substantial pay benefits. He also formed a coalition of ferry unions that collectively strengthened their presence legislatively and at the bargaining tables. That coalition survives today and has benefited the M.E.B.A. WSF members significantly. This was one of Jon’s proudest moments representing the membership in Seattle. Jon was a hands-on, in-your-face go-getter who was proud of the gains he helped secure for members. He was a strong union man who served the M.E.B.A. with great spirit and enthusiasm. Jon retired in 2012. He was predeceased by his wife Annie. He is survived by his Mother Muriel Anderson, brothers James and Joseph Anderson, son Zachary and his daughter Lauren Anderson. He will be missed by the Andersons and the M.E.B.A family.

## CHARLES ARCE

Eight bells rang for Charles Arce on August 21, 2014 at the age of 79. Charles was part of District No. 3-Radio-Electronics Officers Union (ROU) and he kept the communication lines open during a productive career at sea. He last shipped out in 1991 onboard the SEA-LAND CHALLENGER before he finally hung up his headset. He was a resident of Salida, CO and is survived by many friends and family.



## AASIM Z. BASHIRUDDIN

Aasim Bashiruddin cast off toward his eternal reward on June 22, 2014 at the age of 85. He was a Seattle area member who retired in 1995 after a long and fruitful career at sea. He is survived by his wife Emiko and children Zahida, Aliyah and Nasir.



## JOHN CHOW

John Chow steamed into the sunset on October 11, 2014 just short of his 87th birthday.

John grew up in San Mateo, CA and was raised by retired missionaries in a crowded house. He was restless and wanted to get into the military but was underage so he ran away from home with two other boys. They hitched their way to Arizona taking odd jobs along the way. At age 15, he hooked up with a seagoing job and began traveling the world. When the Korean conflict began, he was drafted into the 4th Infantry. He took advantage of the GI bill to go to college, sailed part time and raised a family. John graduated from Cal Poly, Pomona with a Bachelor's Degree in Electronic Engineering, Masters (Industrial Management) from San Jose State University. While working as an engineer, he labored on many space and defense projects, including supervision of the Atlas rocket booster testing facility which launched the Apollo missions to the moon. When space research slowed down, he gave in to his love of the sea and became a Merchant Marine radio officer. He sailed on over 100 ships and served in four of our nation's wars: WWII, Korea, Vietnam, and the Gulf Wars. He was a Liberty ship and Fleet Week volunteer, an active American Merchant Marine Veterans member and Symposium Organizer, Radio Officers Union official, National Park and Maritime Museum honoree, ball room dancer, camper, 49ers and San Francisco Giants fan, father, husband and friend.

He is survived by his wife of 60 years Emily, sons James and Kenneth Chow, siblings Ray Chow, Janet Lumhoy and Sister Theresa Chow OSF. John accomplished many things although the odds were against him. He was determined and successful in everything he set his mind to.



## CHARLEY CURTIS EDWARDS

Charley Edwards found his safe haven on August 8, 2014 at the age of 90.

Born in Arkansas, he graduated the U.S. Maritime Service School as a Radio Electrician in 1945 then shipped out as a merchant seaman for the next 45 years before hanging up his headset and settling down in Searcy, Arkansas. He is survived by his wife of 38 years, Madia; grandson, Chadd Miller; nieces, Glenda (the late Dee) Beck of Hurst, Texas and Billie (Mike) Fry; nephews, Curtis (Pat) Hammock of Vicksburg, MS and Joe (Linda) Wallis; one great grandson and two great granddaughters; and numerous nieces, nephews, extended family and many friends. Charley was a lifelong member of Saint Paul United Methodist Church in Searcy, Arkansas.



## ANGEL S. FERNANDEZ

Angel Fernandez shipped out toward the great unknown on September 5,

2014 at the age of 94. He sailed for his Union and country for years and was a valued Chief Engineer for various shipping companies including Puerto Rico Marine. He last sailed as Chief aboard the BORINQUEN in July of 1985 shortly before his retirement from the sea. He joins his wife Harmina who died in late 2013. He was a resident of Henderson, NV. Angel is survived by his daughter Angela Burkhardt and many friends and family.

## LEON FOX

Leon Fox sailed into another life on May 1, 2014 at the age of 91. He had a long and productive career at sea sailing for various shipping companies in times of peace and in war. He last went to sea in September of 1983 a few months before his retirement became official. He was a resident of New York City and joins his wife Doris who died two weeks earlier.

## WENDELL M. GARDNER

Wendell Gardner found his safe haven on April 14, 2014 at the age of 89. He grew up on a tobacco farm in Magnolia, KY and enlisted in the Navy when he was 17. He began as an apprentice seaman and shipped out in support of the war effort. He saw action in the South Pacific campaign and witnessed the landing at Guam from his vessel, the USS CRESCENT CITY. By the time he was honorably discharged in 1945 he was a Water Tender. He then joined up with the M.E.B.A. and eventually worked his way up to Chief Engineer. He shipped out for 40 years on various vessels and aided the war efforts in Korea and Vietnam. He was 60 years old when he took his retirement in 1985 and settled down in Glen Burnie, MD. His daughter Cathy helped take care of him after his wife Alice died. Eventually Wendell moved to an assisted living center in Gwynn Oak, MD. Wendell is survived by many loving family and friends.

## VERNON HENRIQUES

Captain Vernon Henriques crossed the bar on August 29, 2014 at the age of 88. He was a graduate of Fort Trumbull U.S. Maritime Service's Officer Candidate school in New London, Conn. He served his country proudly during World War II. Following the cease of hostilities he shipped out as a member of the M.E.B.A. in peacetime and worked for various shipping companies including American Export Lines. He climbed the ranks from Jr. Third Officer to Master. His first



vessel that he captained was the SS EXILONA in March 1967. He retired in 1990. Vernon was a member of VFW Post 0400 in Fort Lauderdale, FL. He is survived by many family and friends.

### **ROBERT ELLISON HOLLINGSWORTH**

Robert Hollingsworth sailed off to his final port of call on July 22, 2014 at the age of 88. Robert's love of the sea began when he joined the Navy in 1943, not quite 18 years old. He served aboard several

Liberty Ships in the Asiatic Pacific as a Motor Mechanic's Mate. Upon returning home in 1946 he bought a fishing boat and fished

commercially in Bodega Bay for several years. In 1957 Robert married Janet Gilmore and together they had five children. They moved to Bellingham, Washington in 1967. In 1973 Robert moved to Seldovia, Alaska where he began his career with the Alaska Marine Highway System and eventually became Chief Engineer aboard the M/V TUSTUMENA. Robert was truly in his element in Alaska and shared his passion with his family. Upon retirement in 1990 Robert returned to Bellingham and enjoyed many years spending time with his family and countless outings on his boat. He is preceded in death by his three siblings: Helen Land, Richard Hollingsworth and Ruth Waltrip. He is survived by his children: Robert, Chris, Russell, Julie Rawls and Marla Sieler, numerous grandchildren, great-grandchildren, nieces, nephews and extended family. He was a wonderful father, grandfather, uncle and friend and will be missed by many. Although at times he appeared rough around the edges, this man possessed an endearing quality that charmed and elicited love and respect from all who knew him.



### **PHILIP A. KACHINSKI**

Phil Kachinski reached the end of the line on May 4, 2014 at the age of 66. His shipping career brought him around the world working for various shipping companies. He last sailed as 3rd A/E aboard the TYSON LYKES, a vessel owned by the M.E.B.A. Pension Plan. His retirement took effect on the first day of 1998 and he settled down in Palm Springs, FL. Phil is survived by many family and friends.

### **ISRAEL (IRVING) KLONER**

Irving Kloner sailed into another life on May 28, 2014 at the age of 92. He had a long and distinguished career at sea and sailed as Chief Engineer for many years before his 1984 retirement. He was married to his wife Ida for 67 years. She survives him, as does his daughter-in-law Christine Kloner, brother William and sisters Jean Flax and Sandy Kloner. He was a resident of Bristol, R.I.

### **JUAN J. MOREIRA**

Juan Moreira booked his final passage on August 13, 2014 at the age of 85. He went to sea for many years and was well respected on his various vessels for his work ethic and expertise. Towards the end of his M.E.B.A. career, he worked night relief jobs before his 1993 retirement. He was a resident of Miami, FL. Juan is survived by wife Emely and daughters Cindy and Michelle Moreira.

### **FRANK D. PHARR**

Frank Pharr set course for calmer waters on June 28, 2014 at the age of 84. He had a long and interesting career at sea sailing on a variety of vessels and traversing the globe. He last shipped out in April of 1989 aboard the ELIZABETH LYKES as Chief Engineer. On the first day of 1990, he started the new decade as a retiree. Frank was a resident of Santa Fe, TX and is survived by his wife Carole and children David and Stephanie.

### **THOMAS P. POPYAK**

Tom Popyak made his final crossing on July 12, 2014 two days short of his 96th birthday. He provided key service to his Union and country in both peace and in war – Korea, Vietnam and WWII. He last shipped out in October of 1984 aboard the SS OVERSEAS JUNEAU. A year later, he was enjoying retirement and he settled down in Redding, CA. Tom's wife Elinore died in 2005.



### **NEIL R. REILLY**

Neil Reilly, a well-liked and respected Chief Engineer, sailed into the sunset on October 7, 2014 at the age of 52. He was a 1984 Kings

Point graduate who sailed with AMO for over a decade before suiting up with the blue & gold in the late 1990s and shipping out with the M.E.B.A. He served as the first Chief on many of the Bob Hope-class LMSRs after they slid "down the ways." He also served as a captain in the U.S. Naval Reserve. Neil was the natural choice to set up and organize the Naval Reserve's merchant mariner program in San Diego. In the mid-2000s he began shipping out with Matson Navigation on various vessels including the CAPE JACOB. In his career he also served on cruise ships and gambling boats and made numerous missions overseas to the Middle East during the Gulf Wars. He is survived by his wife Louette; his mother Helen and three brothers.

### **ALBERT JOSEPH SICARD**



The keys went silent for Albert Sicard on September 12, 2014 at the age of 81. He was a Radio Officer who kept the communication lines open

on various vessels throughout a distinguished career at sea. He last



shipped out aboard the SEA-LAND VALUE in 1993 before stepping off the ship and filing for retirement. He served in the U.S. Army during Korea. His passion was Ham Radio and he loved making new friends. He joins his wife Loretta who died in 2006. Albert is survived by his son Albert Sicard, as well as grandchildren Candice, Crystal and Joseph.

### **CHRISTOPHER DREW STEFFEN**



Chris Steffen eased into the firmament on October 17, 2014 at the age of 62 following a car accident. He last worked under an M.E.B.A. contract in 1995. He took his retirement two years later. Chris was a resident of Battleground, WA and is survived by his wife Kyong and stepsons Daniel and Jason Pressley.

### **EDWIN W. STERN**

Edwin Stern climbed the gangway to the great beyond on March 19, 2014 at the age of 87. He shipped out with the Union through peace and war for 15 ½ years of service. He last went to sea with Delta Steamship sailing as 2nd A/E in 1983. He was a resident of South Euclid, OH. Edwin is survived by many family and friends.

### **EARL W. TONJES**

Earl Tonjes made his last transmission on March 13, 2014 at the age of 94. After graduating his Gainseville, FL high school his first job was as the radio operator on a yacht. He parlayed that into a career as a Radio Officer on seagoing vessels and sailed for many years in support of his country during peace and war. He last went to sea in 1966. He was the founder of the Gainesville Ham Radio Club and served as a first responder for the Red Cross and Civil Service. Earl was also a member of the Ocala Gun Club, and the Gainesville and Ocala Pistol Clubs. He is survived by nephew, Jim Greene; nieces, Lisa Greene and Leslie Beal; cousins, Marjorie Niblack Whitley and Evelyn Childress.

### **CARLETON A. TRAVIS**



Carl Travis sailed into the hereafter on August 25, 2014 at the age of 89. He joined the Navy at age 17 and went to war against Hitler. Following his service, he went to work for the Government for 33 years. Later he sailed as an IBU member for Black Ball Lines and Sea-Land before he spent time with Manson Construction for 14 years. After that, he worked for the Washington State Ferries as an M.E.B.A. Chief Engineer for 23 years. He attended class at the Calhoun M.E.B.A. Engineering School 18 times in that span. He was always encouraging the younger men and women working with him to advance their training. Carl was a great influence on many lives. In 2012, he finally decided to slow down and took his retirement. He worked for 70 years and loved it. He and his wife took each of their five grandchildren to Alaska, one at a time, so they could experience shrimping, crabbing and salmon fishing. He loved these trips even more than his grandkids. He is survived by his wife of 30 years, Virginia; his children he inherited through marriage Dana, Joni, Jeffrey and Brent; grandchildren Ryan, Robin, Kylie, Tyler and Jadi; and great grandchildren Curtis, Payton, Logan and Aiden. He loved each and every one of them.

### **JAMES E. WALKER**

James Walker answered the last call on April 25, 2014 at the age of 91. He shipped on a variety of vessels and sailed around the world many times. He last went to sea aboard the AMERICAN MONARCH with U.S. Lines in 1984. A year later he was enjoying retirement in Bonney Lake, WA. He joins his wife Diane who died in 2012. James is survived by his son James and daughter Leann Anderson.

### **JOHN WARREN JR.**

John Warren Jr. stood his final watch on May 3, 2014 at the age of 86. He served with the U.S. Coast Guard during World War II. Following the Japanese surrender, he put his skills to use in the Merchant Marine and joined up with the M.E.B.A. John worked his way up to Chief Engineer and shipped out with the Union for 41 years. He retired in 1987 after his final sea job aboard the U.S. Lines vessel AMERICAN ASTRONAUT. John joins his wife Helen in death. He is survived by his son John Warren III, daughter Shirley Eck and son William W. Warren, Sr. He also leaves behind grandchildren William W. Warren, Jr. and Mosel Royer as well as great-grandchildren Jazmine, Christian and Jonathan.

### **CARLTON LEE WATHEN**

Carl Wathen set sail for uncharted waters on September 23, 2014 at the age of 85. He graduated from the U. S. Maritime Service Training Station in St. Petersburg on Dec.



7, 1947. He joined the U.S. Army and served as a corporal during and after the Korean War from 1953 to 1961 and was honorably discharged. After earning his 3rd A/E license he began a memorable career at sea that lasted 39 years. He served as a Carrabelle, FL city commissioner from 1985 to 1993 and was elected mayor of Carrabelle where he faithfully served his community and town from 1991 to 1995. Carl was a member of the Episcopal Church of the Ascension. Survivors include his wife Grace, daughters Jennifer Lowery and Jessica Ward; sister Winifred Bowyer; 12 grandchildren; four great-grandchildren; American Legion, VFW, and Lions Club friends. He will be dearly missed by a huge family and many, many friends.





**WAYNE WEBB**

Wayne "Gus" Webb sailed into the sunset on May 30, 2014 at the age of 86. He served in the U.S. Army and was stationed

in Korea while hostilities raged in that country. He then traversed the world as a mariner and kept ship engine rooms humming for years. He last sailed aboard the SS PONCE as a 2nd

A/E for Puerto Rico Marine. Locally in Murfreesboro, TN he was referred to as "sailorman." At various locales and wherever he chose to roam, he enjoyed sharing his seafaring travel stories, experiences and adventures. Gus was always friendly, spontaneous and entertaining. He joins his wife Joyce who died in 2002. He is survived by his brother Don, sisters Juanita Cooper, Peggie Bugg, Judy Howse, Patricia Abdouch, Melanie Davis, and numerous nephews, nieces, and cousins.

**ROBERT L. WORKMAN**

Robert Workman made his final voyage on May 3, 2014 at the age of 87. During his shipping career, he served on a number of vessels including the ship SS REGULUS, his last sea job in 1984. He was a resident of Kerby, OR. He joins his wife Margaretha who died in 2012. Among others, Robert is survived by his daughter Deborah Ziggler and son R. Bryan Workman.



Woohoo! Chief Mate Darin Huggins snagged this wahoo during his down time onboard the USNS POMEROY, an LMSR managed by Patriot Contract Services.



1st A/E Frank Markva and C/E Erik Barton on the SS POLLUX while the Keystone RRF vessel was getting some work done at Boston Ship Repair.

M.E.B.A.'s Stefan Stein outshot the competition at a clay shooting tournament in Tampa. He's sporting his M.E.B.A. Political Action Fund shirt which likely gave him the unshakable confidence to consistently hit his target.

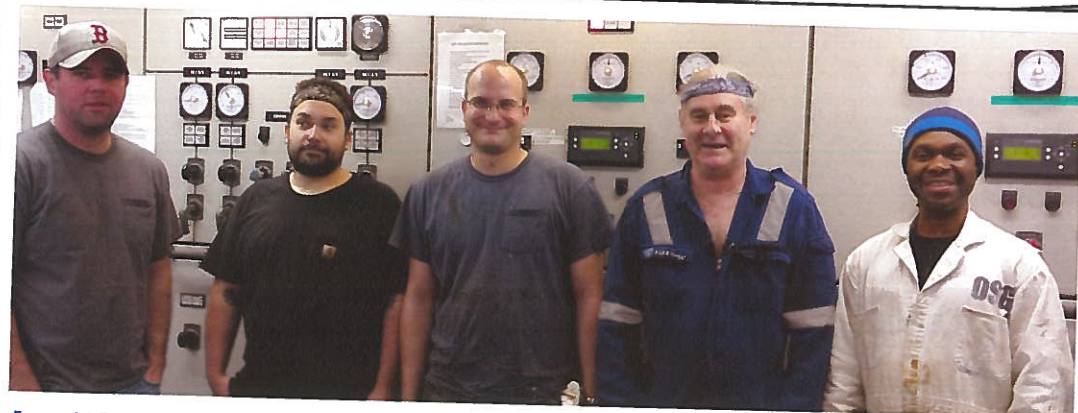




# Faces around the Fleet



Members gather at the Houston hall before a membership meeting. Left to right are Michael Daramy, Anthony Guerra, Mark Corrales, Reggie Abrams and Spencer Reed.



Expert M.E.B.A. Engineers keep the MSP ship MAERSK IOWA running smoothly. Left to right are C/E Pat Long, 2nd A/E Jonathan Keller, 3rd A/E Andrew Stamm, 1st A/E Michael Todd and Port Relief Engineer Michael Daramy.



Some of the guys on the Keystone CAPE VINCENT, a Ready Reserve Force vessel berthed in Beaumont. Left to right are C/E Tim Landrum, 2nd A/E Dan Colon, Chief Mate Bob Noack, 1st A/E Dave Reid and 3rd A/E Bobby Stevenson.



The shallow draft tanker SLNC PAX, managed by Patriot Contract Services, discharging in Kwajalein Atoll, Marshall Islands.



# M.E.B.A. DIRECTORY



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Secretary-Treasurer



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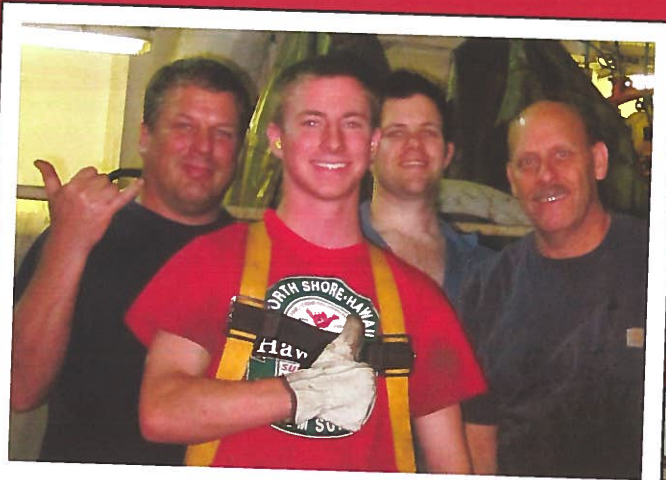
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## International Transport Workers Federation (ITF)

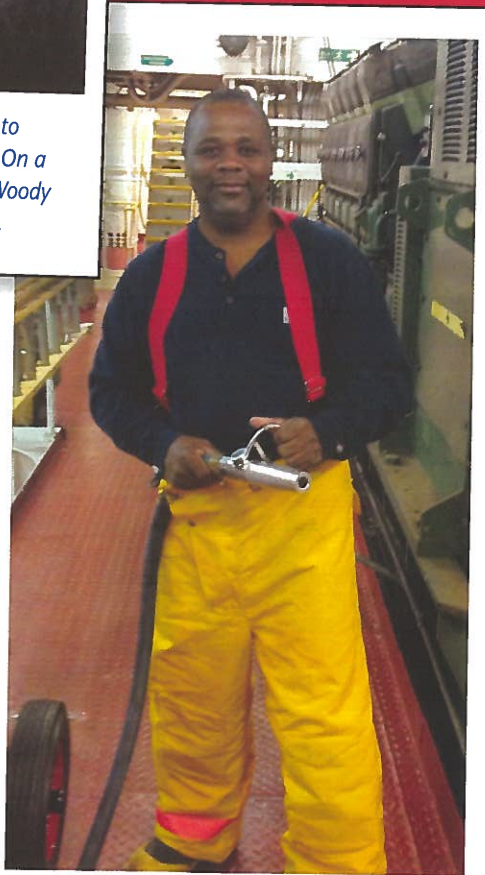
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Chief Mate Bruce Bonnacarrere lowering a hatch during cargo operations in Beaumont aboard the Keystone-managed CAPE RISE. The vessel completed a successful mission to Liberia delivering humanitarian supplies for the fight against Ebola.



Seen here are some of the members keeping the West Coast to Hawaii run moving smoothly onboard the M/V MANULANI. On a voyage last year (l-r) are 1st A/E Coy Herrington, KP Cadet Woody Buck, 3rd A/E Matt "Oz" Osbourne and 2nd A/E Jim Howard.



2nd A/E Allen Pryor seen here with portable firefighting equipment aboard the motor vessel CAPE DIAMOND. Marine Transport Lines manages this Cape D-class RO/RO berthed in Charleston, SC. The ship is part of MarAd's Ready Reserve Force fleet.



Onboard the CAPE RAY, the Keystone vessel that neutralized Syrian chemical weapons components. Left to right are Captain Rick Jordan, Chief Engineer Chris Myers, Commander of U.S. Naval Forces Europe-Africa Adm. Mark Ferguson and 1st A/E Dominic Walsh who sent us the photo.