

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)
2nd Quarter 2016



Proactive Planning: Positioning M.E.B.A. Full Ahead for the Future



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Faces around the Fleet



Onboard the Matson vessel SS MATSONIA during a stop in Oakland. Left to right are M.E.B.A. engineers Erik Hanson, Benjamin Vaal and Colin Moses.



Executive V.P. Adam Vokac (l) presented George Morris with the coveted Duncan Ballenger Member of the Year award for 2015. The award, named after the longtime West Coast official who still assists the M.E.B.A. as a retiree, is doled out annually to a Bay Area member who exhibits exceptional commitment to the Union. It was presented at the March membership meeting in Oakland. Ross Himebauch is in the background.



Port Relief maintenance engineers Will Lopez, Marco Rodriguez and Alison Griffith getting ready to clean parts for a generator overhaul aboard the MAERSK MEMPHIS.



USNS POMEROY Chief Engineer Rob Merrell sent this one in where ship crews were having a BBQ down at the Diego Garcia lagoon. The POMEROY and USNS WATKINS crews alternate hosting the soiree. The engineers put their years of knowledge and finely-honed skills to good use building custom bike trailers to haul the coolers down to the lagoon.

On the Cover:

M.E.B.A. continues to solidify itself to prepare for the challenges of tomorrow. Clockwise from top left in the photos: At the new Seattle Union hall in Fife, WA (l-r) are Jeff Merrifield (CIO/CTM), Todd Favaza, Seattle Branch Agent Jeff Duncan, Seattle hall Dispatcher Kirsten Wilhelm, Daniel Borden, Kelly Kapp, Plans Rep. Ron Fournier, Eric E. Johnson, David Hamilton, Jeffrey Barber, Glenn Fuller, Zygmunt Skalski and Keith Newton. Patrolman Kevin Cross took the photo; The Hapag/MTL-managed CHARLESTON EXPRESS. M.E.B.A. recently reached a new six-year deal for our members aboard the company's MSP vessels; M.E.B.A. has stepped up recruiting efforts and is celebrating its 50th anniversary as the foremost continuing education facility for licensed officers; Onboard the APL SINGAPORE, M.E.B.A. engineers are swapping out injectors on the main engine. Left to right are 1st A/E Nathan Williams, 3rd A/E Greg Cronhardt and Dayworkers Henry Schroeder III, Matt Zalewski and Nikolas Reyer.

Marine Officer

The Marine Officer (ISSN No. 10759069) is published quarterly by District No. 1-PCD, Marine Engineers' Beneficial Association (AFL-CIO).
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Periodicals Postage Paid at Washington, DC
POSTMASTER:
Send address changes to the Marine Officer
444 N. Capitol Street, NW, Suite 800
Washington, DC 20001-1570
Visit the M.E.B.A. website at
www.mebaunion.org



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 and in various capacities in the shoreside industries.

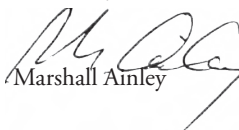
In times of military contingency, our members sail into war zones to deliver critical defense cargo to our fighting forces. M.E.B.A.'s expertise and proven track record of readiness, safety and loyalty in answering America's call to action is unrivaled in the world.



Message from the President

continued on page 2

Fraternally,



Marshall Amley



Visiting with some of the members who keep the NCL PRIDE OF AMERICA cruising. The ship recently received welcome upgrades at a San Francisco drydock and is now back in service in Hawaii. Left to right are 2nd A/E Joseph Demelin, Electrical Engineer Keith Jones, 1st A/E Bryon Long, Refrigeration Engineer Scott Haines, Refrigeration Engineer Ionel Cretu, Executive V.P. Adam Vokac, Staff Chief Engineer Patrick Calder, Chief Engineer John Cullan, 2nd A/E Dante DeMcCutac, 1st A/E Matthew Stempleski and 2nd A/E Eric White.



Porthole on Washington

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



Social worker and community organizer; Baltimore City Council Member; U.S. House and Senate Member representing the great state of Maryland; Chair of the Senate Appropriations Committee; Longest serving woman in the history of the U.S. Congress; Champion of issues important to minorities, the middle-class, children, and the under-served; Recipient of the Presidential Medal of Freedom. Not a bad résumé.

Senator Barbara (or Senator Barb) Mikulski’s list of accomplishments and accolades could fill this magazine, but it is her passion for the U.S. Merchant Marine for which the M.E.B.A. and its members are thankful. When Senator Barb retires at the end of the year, the maritime industry will lose a great expert and advocate for maritime issues. Replacing her will not be easy.

While the Committee no longer exists, then Representative Mikulski first demonstrated her maritime knowledge in the House Committee on Merchant Marine and Fisheries. Since then, Senator Barb played a role in virtually every maritime issue that Congress has considered. From Cargo Preference to the Maritime Security Program, from Food Aid cargoes to Flags of Convenience, from piracy to the Jones Act, Senator Barb has led the way.

Integrity and conviction do not begin to describe her and her work as a public servant.

Members of Congress often support issues and industries because it is politically expedient. When Senator Barb supports an issue though, like maritime, it is because it’s the right thing to do. She knows that having a robust pool of hard-working and highly skilled American mariners is what’s best for the economy and national security. As she said during the inception of the Maritime Security Program in 1995, “Policymakers who have come before us have had the sense to realize that we need U.S.-flag ships with American crews to supply our armed forces overseas.”

Senator Barb went on to say, “Our civilian merchant mariners have always been there for us in times of national crisis. They have been true patriots – reliable, consistent, and faithful” and she often referred to the men and women of the Merchant Marine as “heroes in dungarees.”

Maritime is merely one issue that has been important to the Senator but it is because of her relentless advocacy on behalf of every American that has made the country a better place.

Senator Barb will be truly missed, but we are sure that even in her retirement from Congress, she will continue to fight for what is right. The “heroes in dungarees” of the M.E.B.A. thank her and wish her well in all her future endeavors.



Senator Mikulski with Sen. Chris Coons during one of her many, many visits to the Calhoon M.E.B.A. Engineering School. The Senators are seen here at the CMES Diesel lab.



Senator Barb speaking at the Helen Delich Bentley Port of Baltimore a few years ago. She has been a maritime champion who understands the industry’s importance to national security and the U.S. economy. Sen. Ben Cardin can be seen at left. Transportation Secretary Anthony Foxx and Maryland Gov. Martin O’Malley are at the right of the photo.

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Meeting Schedule

Port	July	August	September
Boston	Tues. 5	Mon. 8	Tues. 6
Calhoun School	Tues. 5	Tues. 9	Tues. 6
Charleston	Tues. 5	Tues. 9	Tues. 6
Honolulu	Fri. 8	Fri. 12	Fri. 9
Houston	Tues. 5	Tues. 9	Tues. 6
Jacksonville	Wed. 6	Wed. 10	Wed. 7
L.A. (Wilmington)	Thurs. 7	Thurs. 11	Thurs. 8
New Orleans	Wed. 6	Wed. 10	Wed. 7
New York (New Jersey)	Thurs. 7	Thurs. 11	Thurs. 8
Norfolk	Thurs. 7	Thurs. 11	Thurs. 8
San Francisco (Oakland)	Wed. 6	Tues. 9	Tues. 6
Seattle	Wed. 6	Mon. 8	Tues. 6
Tampa	Thurs. 7	Thurs. 11	Thurs. 8



“Perfect Storm” is Coming – Sealift Crisis in the Making

U.S.-flag shipping supporting sealift is on the cusp of a “perfect storm,” aged and strained to the limits – and we are staring down a national security crisis. That was the upshot of a House Congressional hearing in late March where that grim prognosis was posited by sealift logistics principals, including Maritime Administrator Chip Jaenichen. In testimony before the House Armed Services Committee’s Seapower and Projection Forces Subcommittee, he detailed the worrisome state of the Ready Reserve Force with its average age of 39 years per vessel and noted that some of those ships are saddled with obsolete equipment. “We have to take extraordinary measures to be able to maintain the readiness of the fleet,” he said. And if a full-scale activation is ordered to support a critical overseas operation? “I’d like to say that I can guarantee every single time that we’ll be able to do it,” he testified. But as the years go on and MarAd is forced to extend the service life of the vessels, he acknowledged “if we...have a problem on one of those ships – we may not be able to support the fight and there are potential soldiers, sailors or marines that could be at risk as a result of that.”

“We’re operating old ships,” Jaenichen continued. “It costs more for operation and repairs...” If this continues without relief, he said we’ll reach a limit where we can no longer meet Defense Department needs.

For the commercial U.S.-flag industry, cargo is a key concern. The Maritime Security Program is the prime motivator in keeping commercial vessels under the Stars and Stripes, but there has been a dramatic 26% drop in the internationally trading U.S.-flag fleet over the last three years. Jaenichen pointed out that the absence of cargo has directly led companies to reflag and scrap ships. Commercial cargo has declined and government-impelled cargo has taken a dramatic downturn following the drawdown of operations in Iraq and Afghanistan coupled with an over 80 percent reduction in personnel and military bases overseas since 1990.

With signs pointing toward an exodus of ship operators from the MSP, which couldn’t sufficiently offset the higher cost of

doing business under the U.S.-flag, M.E.B.A. and other U.S. maritime interests fought for – and Congress recently approved – raising the annual authorization level of the Program. But U.S. shipping continues its tireless work to get Congress to follow-through and appropriate the matching funding level. It remains a tough struggle.

All these factors have taken a severe toll on the nation’s mariner pool and even with the requisite amount of available support vessels in time of crisis, Jaenichen expressed his concerns that there aren’t enough qualified mariners to support sustained surge operations. We are at that point, he said, that we have just enough mariners to support the initial surge for 3 or 4 months. But it’s that first crew rotation that is critical – and that’s what I cannot be able to guarantee at this point,” he said. “With the number that I have today, I have a very, very small margin...I would need at least 40 more ships sailing actively under U.S. flag and the mariners there to be able to guarantee that I can provide sustainment.”

He alerted the Subcommittee that “we have a perfect storm coming.” He discussed the onset of the Jan. 1, 2017 IMO STCW standards that come into effect. “In the past,” he said, “where we’ve had to surge the fleet, we’ve actually had mariners that have come out of retirement to be able to do that...They will not be available to us after January 1, 2017. We’re very close to not having enough mariners, and I’m concerned at what happens in the future.”

The Maritime Administrator affirmed that the mariners of the U.S. Merchant Marine have “always responded to the call. They are patriotic. They have...never failed to carry out our [sealift] requirements...I cannot say the same for foreign-flag crews.”

Mariners are “a strategic national asset,” he told the Subcommittee. “That is what allows us to provide national security. If there were any other workforce sector supporting national security that experienced a 20% loss in reduction of number of people – there would be a public outcry. This is a crisis in the making and we’re not talking about it.”



Maritime Administrator Chip Jaenichen at M.E.B.A. HQ a few months ago. He passionately testified before Congress about challenges to successful sealift operations. In this photo he was debuting his agency’s National Maritime Strategy which is intended as a plan to raise the profile of – and help revitalize the U.S. maritime industry.

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To: M.E.B.A. Benefit Plan participants:

From: Ann Gilchrist, Acting Administrator

Greetings to all M.E.B.A. Benefit Plan participants. Questions about Plan benefits are best addressed by calling the Plan Offices at 800-811-6322 or by emailing the appropriate department.

The MEBA Benefit Plans' participants should be aware that the Union and the MEBA Benefit Plans are separate legal entities and managed separately. The MEBA Benefit Plans are overseen by the Trustees of each of the plans which comprise both union representatives and employer representatives.

The Union doesn't have authority to interpret or make determinations for benefit payments, which is why it is important to contact Plans directly for benefit questions and/or concerns.

While you may feel more comfortable raising questions with your local union official, the union officials are not Plan employees and not always as fully versed about specific rules and regulations. Union officials will often need to forward benefit questions to the Plan Office, which adds another step in the process. It is far more efficient to contact Plans directly by either the toll free number 800-811-6322 or by emailing the appropriate department.

While it would be nice to have the name of a person in each department, questions may be addressed by different people, based on current workload and areas of expertise. The departmental emails are monitored during the business week and forwarded to the appropriate person to answer. Please allow two business days for a response to your email or telephone inquiry. The initial response may be only an acknowledgement of your question since specific answers may take longer depending on the amount of research needed for a complete answer. The department emails are as follows:

Member Services	msservices@mebaplans.org
Pension, 401K or MPB	pension@mebaplans.org
Vacation	vacation@mebaplans.org
Benefit Appeals	benefits@mebaplans.org

The member services department is your primary point of contact. They handle inquiries regarding Medical claim issues/questions, prescription claims, Member Medical Eligibility, Pre-Employment Drug Testing, COBRA, and record changes for addresses and other life events.

An additional source of information is the M.E.B.A. Benefit Plans website, www.mebaplans.org, which has the following information for all the plans:

- Forms – contains downloadable forms
- Rules and Regulations
- Plan Description
- Amendment Summary – currently under construction – will contain Summary of Material Modifications

The website is being updated over the next few months to be more user friendly.

Over the next few months, we will be providing a glimpse behind the scenes to see the people working on your benefits.

The Member Services Department is comprised of the following individuals, most of whom have worked in the Medical department before:

- Pam Geise – has 35 years with plans and manages the Member Services Department.
- Judy Branch – has 31 years with plans.
- Mary Lafiner – has 29 years with plans.
- Jeannie Deane – has 26 years with plans.
- Susan Brocki – has 15 years with plans.
- Elizabeth Cooper – has 6 years with plans.



M.E.B.A. Notice of 2016 Nominations And Elections

PLEASE TAKE NOTICE that, pursuant to the By-Laws of District No. 1-PCD, M.E.B.A., an election for District-wide offices and jobs will be held this year. Ballots will be mailed to all members September 1, 2016, and should be returned to the designated depository by November 30, 2016.

The period during which nominations shall be made will commence on June 6, 2016. To be timely, nominations must contain the information specified in Article 10, Section 1 of the District No. 1-PCD, M.E.B.A. By-Laws and must be received by July 8, 2016. Only nominations received during this period will be accepted and forwarded to the Credentials Committee.

ELECTED OFFICES AND JOBS

Branch Offices will be maintained in the following ports consistent with the provisions of District No. 1-PCD, M.E.B.A., By-Laws: New York, Norfolk, Houston, Los Angeles, San Francisco, Seattle and Tampa. Also, the By-Laws provide that Branch Agents and Headquarters Officers shall be ex-officio delegates to National Conventions. Eleven additional Representatives as Delegates to the National M.E.B.A. Convention (for a total of twenty delegates, including ex-officio delegates) shall appear on the ballot in the referendum election of 2016 of District No. 1-PCD, M.E.B.A.

Representatives to the National Convention, as indicated below, shall appear on the ballot in the referendum election in 2016.

The following offices for election of four-year terms shall appear on the ballot in the referendum election in 2016 of District No. 1-PCD:

HEADQUARTERS

- President (ex-officio National M.E.B.A. Convention Delegate & National Vice President).
- Secretary-Treasurer (ex-officio National M.E.B.A. Convention Delegate).

• PORT OF NEW YORK

- Branch Agent, Atlantic Coast V.P. (ex-officio National M.E.B.A. Convention Delegate).
- Patrolman.

PORT OF HOUSTON

- Branch Agent, Gulf Coast V.P. (ex-officio National M.E.B.A. Convention Delegate).

PORT OF SAN FRANCISCO

- Branch Agent, Executive V.P. (ex-officio National M.E.B.A. Convention Delegate).
- Patrolman.

PORT OF LOS ANGELES

- Branch Agent (ex-officio National M.E.B.A. Convention Delegate).
- Patrolman

PORT OF NORFOLK

- Branch Agent (ex-officio National M.E.B.A. Convention Delegate).

PORT OF SEATTLE

- Branch Agent (ex-officio National M.E.B.A. Convention Delegate).
- Patrolman.

PORT OF TAMPA

- Branch Agent (ex-officio National M.E.B.A. Convention Delegate).

REPRESENTATIVES TO THE NATIONAL M.E.B.A. CONVENTION

- Eleven (11) additional Delegates to the National M.E.B.A. Convention shall appear on the ballot.

The Impartial Administrator: TrueBallot, Inc. will conduct the election and act as impartial administrator of the District No. 1-PCD election of 2016 of Officers, Branch Agents, Patrolmen, and Delegates.

ELIGIBILITY REQUIREMENTS FOR SUBMITTING NOMINATION FORMS

Nomination forms and additional election information can be obtained at M.E.B.A. Union halls, from HQ or from the M.E.B.A. website (look for "M.E.B.A. Election 2016" on the left side of the home page). A member is eligible for nomination to and election as a full-time and paid elective official provided he or she is at the time of nomination and election a member in good standing and [1] has been a member of the National Marine Engineers' Beneficial Association or of an organization which has duly affiliated with the National Marine Engineers' Beneficial Association and District No. 1-PCD, M.E.B.A. for one year immediately preceding the date of closing of nominations; [2] has either 180 days of employment, including days of vacation, employed with a company covered by a collective bargaining agreement with the Union in each of any two full calendar years of three calendar years immediately preceding the closing date of nominations or equal time served as full-time and paid elected or appointed official of the National Association or District No. 1-PCD, M.E.B.A. or any organization which has duly affiliated with the National Association or equal time served in the employ or on behalf of one or more of any District's Plans.

Eligibility will be determined by the Credentials Committee in July, 2016.

Instructions for Submitting Nominations:

Any member may submit his or her name for nomination for a District office, job, or additional Convention Representative by delivery in person, courier or any such service that provides a certified time of receipt to both parties (including email), a letter or nomination form addressed to the Credentials Committee, c/o the District President, District No. 1-PCD, M.E.B.A., 444 North Capitol Street, NW, Suite 800, Washington, DC 20001. The letter or form shall be dated and contain the following information:

1. The full name of the candidate and, if he/she wishes, any special name to appear on the ballot.
2. His/her home address and mailing address.
3. The number of his/her last dues receipt and the name of the Branch where he/she last paid his/her dues.
4. The title of the office or other job for which he/she is a candidate, including the name of the Branch in the event the position sought is that of Branch Agent or Patrolman.
5. Evidence of employment for the appropriate years.
6. The letter must also have attached to it a certificate in the following form signed and dated by the proposed nominee:
I hereby certify that I am not now, nor for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.



(Signature of Member)

Dated: _____



The next edition of the *Marine Officer* will be the "Election Issue" published in August. This special edition, released during M.E.B.A.'s election cycle, will be dispatched only to M.E.B.A. members, applicants and retirees.

ELECTION NOTICES

A special issue of the *Marine Officer* will be published in August 2016. Each candidate for office may submit a passport-type photograph along with a campaign statement of up to 400 words. The statement should be designed to promote, educate and inform M.E.B.A. members about a candidate's qualifications and background. In order to be printed in the *Marine Officer* special issue, each candidate's statement and/or photograph must be submitted with the nomination. *Please submit statements and photographs in electronic format to assist optimal duplication.* Policies and platforms may be included but profanity or personal attacks on candidates for any office will not be accepted for publication. **Election statements will be republished in the special edition without edits.** Statements and/or photographs are not a requirement for nomination.

Any questions regarding nominations or elections must be submitted in writing to District No. 1-PCD, M.E.B.A., 444 North Capitol Street, NW, Suite 800, Washington, DC 20001-1570. Email: mebahq@mebaunion.org

Again, nominations must be received at M.E.B.A. Headquarters between June 6, 2016 and July 8, 2016. Only nominations received during this period will be accepted and forwarded to the Credentials Committee. Please refer to the Union's Constitution and By- Laws for complete information. ***Again, it is strongly encouraged that candidate photos and statements be submitted in electronic format (e.g., on disc or memory stick) along with the necessary paperwork.***

M.E.B.A. Bargaining Highlights

Since its inception in 1875, M.E.B.A. has kept up the fight for our members' hard work to be rewarded with fair wages, good benefits and safety on the job. Negotiations to protect our members take time, dedication and solidarity to follow through to fruition. With the next series of contract talks in different stages, we summarize some of the recent deals that got done:

New Deal for Cape May-Lewes Ferry Unit

After almost four years with no contract, M.E.B.A. members working aboard the Cape May-Lewes ferries for the Delaware Bay and River Authority (DRBA) are pleased to have a new agreement that provides wage increases, retroactive pay, work rules and jurisdiction improvements.

A sticking point was the 1.9% annual wage increases that would have been offset by the larger increases in medical co-payments as mandated by New Jersey Act 78. M.E.B.A. joined a bargaining coalition of DRBA unions including the Operating Engineers Local 542 and the Fraternal Order of Police (FOP). Each union attended the other unions' negotiations and worked closely on all issues which effectively turned three unions into one. Atlantic Coast Vice President Chris Guerra worked with OE 542's Frank Bankard and FOP's Chris Fields and testified in an arbitration regarding the jurisdiction of the painters who maintain the vessels. M.E.B.A. had always done the work – but the jurisdiction had historically belonged to OE 542. The new contract provides for this jurisdiction to now belong to M.E.B.A. as OE 542 ceded it to the M.E.B.A. in consideration of larger pay increases for lower wage earning OE 542 members.

M.E.B.A. was the first of the three coalition unions to achieve a tentative contract but we would not sign until the other unions also had a deal. It clearly displayed how real our coalition was and showed management that the partnership will not be weakened in years to come.

Members Approve New Hapag/MTL Follow-On Contract

A new contract covering members sailing on the Hapag/Marine Transport Lines "Express-class" vessels was ratified by members at the March membership meetings.

The five geared containerships sailing in the Maritime Security Program include the CHARLESTON EXPRESS, PHILADELPHIA EXPRESS, WASHINGTON EXPRESS, ST. LOUIS EXPRESS and YORKTOWN EXPRESS.

The new six-year deal features increases in wages, MPB, and contributions to the Medical and Training Plans as well as boosts to the Joint Employment Committee and American Maritime Congress. Enhanced job security language was also worked into the new deal along with a wage and benefit reopener in 2019 affecting years 4, 5 and 6. Copies of the MOU are available at the Union halls and offices.

The negotiating team consisted of Gulf Coast V.P. Phil Sistrunk, M.E.B.A. Contracts Rep. Mark Gallagher and M.E.B.A. Legal Director Nils Djusberg. Rank and file members participated in earlier stages of negotiations and included Matt MacNeil, Raymond Collector and Luke Catarius.



Members serving on the Hapag/Marine Transport Lines "Express-class" vessels are sailing under a new six-year contract. Seen here are M.E.B.A. deck and engine officers aboard the YORKTOWN EXPRESS. From left to right are Chief Mate Sam Leshner, C/E Trent Thornton, Third Mate Owen Philbin, Second Mate Brian Colona, 1st A/E Jeff Hitzel, 3rd A/E Robert Culton, 2nd A/E Mark Mullaney and Captain Luke Catarius.

New Jobs: Keystone Wins Bid to Supplement NOAA Engineers

Keystone Ocean Services, Inc. was the winning bidder for a contract to provide augmenting marine engineers for the National Oceanic and Atmospheric Administration's (NOAA) fleet of 16 research vessels. M.E.B.A. engineers will be dispatched to backfill for NOAA employees absent from the ships, to assist in port for routine maintenance and repairs, and to fulfill staffing requirements. The vessels perform fisheries research, nautical chartering and ocean and climate studies worldwide.

These opportunities should prove both rewarding and enjoyable to our licensed marine engineers. Please keep in mind that NOAA ships are part of the government civilian mariner workforce and many times their operations are not exactly compatible to commercial fleet operations. Trot down to your local Union hall to further explore these new opportunities. Details are available at M.E.B.A. Union halls and offices.



Our contracted company Keystone recently won a bid to supply relief engineers to the NOAA vessels. In this photo, the NOAA ship NANCY FOSTER is seen in Havana where they picked up Cuban scientists for a US/Cuba study on Bluefin Tuna Ecology. This was the first visit to Cuba by a US government M.E.B.A.-crewed ship in over 50 years. Also seen is historic Nacional Hotel and the USS MAINE memorial built to honor the 266 Americans who were killed in the ship's sudden 1898 explosion in Havana's harbor. That incident was a catalyst for the Spanish-American War later that year. Thanks to C/E Tim Olsen who took these shots.

OSG Re-Opener Concludes

Re-opener negotiations with OSG came to a close recently with the execution of a new MOU. The agreement provides for retroactive wage adjustments effective July 1, 2015 with additional wage and wage-related increases in 2016 and 2017, along with improvements to a number of work rule provisions. Additionally, the agreement will provide for improvements in the following benefit plans, funds and committees: Pension, Medical, Training, JEC, AMC, and Vacation. The contract expires in 2020 and contains an additional re-opener to address terms and conditions to be effective for 2018 and 2019. The MOU is available in the Union halls.

AMHS Members Ratify Contract

M.E.B.A. members sailing in the Alaska Marine Highway System fleet recently ratified a new three-year contract covering 2015-2017. Almost all of the improvements are in the final year of the agreement and kick in on July 1, 2016. Those enhancements include additional training contributions, wage increases and the State's partial offset of the 11.7% contribution.

Gratitude goes to the members and the negotiating committee for "hanging in there" for over two years to get this deal done. Also thanks to Seattle Branch Agent Jeff Duncan, Executive V.P. Adam Vokac for his ongoing support and M.E.B.A. Juneau Representative Ben Goldrich who took the lead for much of the negotiations.

M.E.B.A. Locks Up New POID Pact

A final 22 hour marathon negotiating session helped seal the deal following six weeks of talks for a new four-year contract covering M.E.B.A.'s POID bargaining unit.

Our Professional, Office and Industrial Division (POID) is the backbone of American President Lines' administrative

workforce performing the clerical work that helps ensure APL vessels move on time and are loaded with revenue-producing freight. POID workers are primarily centered in Nashville, TN but also provide office support for APL in Oakland, CA, San Pedro, CA, Chicago, IL, and Union, NJ.

The new pact includes increased wages, an excellent medical benefit plan, and most importantly, job security for 170 POID members. The solidarity displayed in the APL office by Nashville members in their gold POID shirts rallied the negotiating team and helped sustain the fight for a good deal, pushing the entire POID team forward. Thanks to all the POID members who submitted information, volunteered their time and participated in helping the team achieve a successful contract. POID members ratified the new deal a few days after its conclusion.

The M.E.B.A. POID negotiating team included Executive V.P. Adam Vokac, M.E.B.A. POID Representative April Fleischer, M.E.B.A. L.A. Branch Agent Rich Doherty,

continued



The Alaska Marine Highway System ferry M.V. MATANUSKA in Sitka, AK. AMHS members are working under a new deal.



The M.E.B.A. POID team at the conclusion of talks which netted our members in the bargaining unit the security of a four-year deal. Left to right are Wade Delahousaye, Duncan Ballenger, Sandra Lile, Executive V.P. Adam Vokac, M.E.B.A. POID Rep. April Fleischer, Nils Djusberg, Diandra Williamson and L.A. Branch Agent Rich Doherty.



A “sea of gold.” POID members stayed united and held out for a good deal. Starting from the far left corner are Crystal Stevens, Alberta Hardison, Talaya Savage, Keith Richardson, Camille Scott, Naukia Giddens, John Spyker, Kelvinn Wright, Darla Hayes, Bree Franklin, Courtney Burrell and Christopher Pederson.



The M.E.B.A. team caucusing as negotiations were nearing a conclusion. From the left are Diandra Williamson, Sandra Lile, Wade Delahousaye, M.E.B.A. Executive V.P. Adam Vokac, Nils Djusberg, M.E.B.A. L.A. Branch Agent Rich Doherty, Duncan Ballenger, Denis Alegria and Reginal Johnson.

M.E.B.A. Legal Director Nils Djusberg, Duncan Ballenger (M.E.B.A. Retiree), Wade Delahousaye (POID Oakland), Sandra Lile (POID Nashville), Diandra Williamson (POID Nashville) and Marcia Mayberry (POID Nashville). Several other POID members also helped the team in various stages of negotiations including Denis Alegria, Reginal Johnson, Peter Whitehead, Tammy Cook, Randall Scott Potter, Kim Beckman and Lakeyba Johnson.

POID Rep. April Fleischer thanked the M.E.B.A. POID team for their hard work and for going “above and beyond to ensure [that POID members] got a good contract that secures [their] job and provides benefits and good wages for [them and their] families. I am so proud to have worked with this team.”

M.E.B.A. President Marshall Ainley noted – considering NOLs impending sale to CMA CGM – that “the new contract ratification is good news and will allow our POID members to focus on moving forward without having to concentrate too much on the “what if” scenarios. This should also act to provide for a more positive working relationship [with APL] with the goal of mutual success.”

Faces around the Fleet



Onboard the HORIZON PACIFIC during a West Coast stop before heading back to Hawaii. Left to right are 2nd A/E Josef Eggert, 1st A/E Eric White, L.A. Patrolman John McElhone, 3rd A/E Louis Brooks and 3rd A/E Nathan Abel. The Pasha vessel is a C-8 containership managed by Sunrise Operations.



Houston Branch Agent Erin Bertram caught up with the crew of the SEAKAY SPIRIT which made a recent stop in her neck of the woods. Left to right onboard the Suezmax Tanker which is managed by Keystone are 1st A/E Nick Brissey, 2nd A/E Vinny Quinones and 3rd A/E Angelo Roccasalva.



James Caponiti
President, American Maritime Congress
AMC Perspective



The U.S.-flag maritime industry began the year determined to leverage momentum gained from legislative achievements during the latter stages of 2015 to promote its participation in international commerce. As we reported in the most recent edition of *Marine Officer*, our emphasis remains with sustaining the financial underpinnings of the Maritime Security Program and on federal programs that generate cargoes for U.S.-flag vessels.

Foremost among 2015 outcomes referenced above was the inclusion of Maritime Security Program (MSP) funding increases in the National Defense Authorization Act of 2016 and in the FY 2016 Consolidated Omnibus Appropriations Act (Omnibus). As you may recall, authorized levels were raised substantially for the first six fiscal years of a third 10-year MSP authorization cycle that began last fall. Annual program levels for those years now range from \$210 million in FY 2016 (commencing October 1, 2015) to a top level of \$314,007,780 in FY 2021. The enhanced MSP funding levels are deemed necessary to retain viability of the program – as well as its enrolled carriers – in a competitive international trade. The value proposition made available through MSP remains unquestioned by knowledgeable Department of Defense officials, and the program should be viewed as a bargain in the context of defense spending. Having attained the newly enacted authorization levels, our focus has turned to achieving equal success in the appropriations process before Congress.

MSP funding for FY 2016 was appropriated by Congress at the full level (\$210 million) last December as part of the Omnibus, so our attention has been focused on obtaining the authorized level of \$299,997,000 for MSP in the FY 2017 spending bills. As this article goes to print, relevant House and Senate appropriations subcommittees have recommended \$300 million and \$275 million, respectively. We will, of course, continue outreach with those committees, their members, and staffs hoping to secure an outcome at the higher funding level.

Alarm stemming from the decline in recent years of U.S.-flag internationally trading vessels was notably prevalent during several congressional hearings early this year. A common theme among statements by congressional committee members and hearing witnesses has been that reductions in cargoes are causing a negative impact on sealift capacity, readiness, and the civilian mariner pool. GEN Darren McDew, Commander, U.S. Transportation Command (USTRANSCOM), has made clear in testimony and in responses to questioning that he is concerned by diminished cargo volumes available for U.S.-flag vessels in international trades causing the decrease in numbers from 106 vessels in 2012 to 79 today.

The testimony and related dialogue during the round of hearings referenced above was very positive, and there were consistent references throughout that U.S.-flag sealift remains an indispensable component of the nation's security framework. Turning again to GEN McDew, he was emphatic that a "competent maritime fleet" is necessary to "deliver a decisive force". Other takeaways from the referenced hearings are growing concerns within the sealift community about the shrinking numbers of civilian seafarers, and that access to an adequately sized and trained U.S. citizen mariner pool will always rank as the most important sealift readiness component. In a different hearing, USTRANSCOM Deputy Commander LT GEN Stephen Lyons expressed confidence that the mariner pool is large enough to fully activate Government-owned surge vessels in the early stages of a conflict while also adding his concern that decline in the number of U.S.-flag vessels and its impact on the associated mariner pool casts doubt that crews could be rotated when it becomes necessary to do so. Hopefully, such testimony will incentivize Congress and Executive Agencies to develop measures to grow the U.S.-flag commercial fleet and its related citizen mariner pool.

I'll finish this column with an update on AMC outreach initiatives. Maritime Policy Director Diane Luensmann joined AMC in May 2015, and since coming aboard she has promoted AMC's role as a prominent industry voice on national maritime issues, as well as on maritime industry contributions to achieve national security goals. In addition to her active participation in maritime industry organizations and regular personal outreach to congressional members and staff, Diane has designed, developed and launched two communications initiatives to extend and enhance AMC's continuous and regular outreach activities.

In April, the American Maritime Congress launched a new website featuring an all-new look with more and updated content, and improved functionality to encourage stakeholders and policymakers to reach out to AMC as their source for industry information and contact. The new site offers visitors an improved perspective on the role and mission of AMC, better awareness of our policy positions, and it provides the ability to access current and past information on the issues impacting the U.S.-flag maritime industry.

One of the enhanced features of the new AMC website is a photo gallery of images, many showing M.E.B.A. members at sea or shoreside, to promote the skills and dedication of M.E.B.A.'s hardworking men and women. Additionally, the new site design is based on a simplified platform that allows for real-time efficient updates on current and developing news.

Earlier, in January, AMC launched its quarterly newsletter, *Waypoints*. This electronic publication reaches 300+ congressional contacts and our member companies with a recap of legislative and industry activities and it promotes our position on issues and perspective on legislation coming before Congress. *Waypoints* helps to ensure that Members of Congress and their advisory staff understand the impact and effect of federal policies on the U.S.-flag maritime industry.

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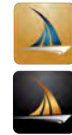
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My Florida Reunion: 36 Years of Gratitude to Seafarers

*In this special write-up for the Marine Officer, **Lauren Vuong** recounts a dramatic meeting of two worlds involving refugees from a totalitarian government and the “heroes of the sea” she credits with saving her and her family. Now a successful Worker’s Compensation Attorney in California, Lauren never stopped thinking about the mariners who helped deliver her from death’s door...*

My family was rescued from the brink of death from the South China Sea in June 1980. My lifelong dream of meeting and thanking my family’s rescuers came true on March 26, 2016. Please join in my journey of survival, perseverance and gratitude.

The Past

Imagine a little girl, three years old, who worships her father because he fights for his country. She tags along like his shadow whenever he’s home. One day she wakes up and finds him gone. She’s told that he will be away for a few months. Three years later, he’s still not home. One day, when the little girl is six, she walks all day with her mother and grandmothers on unpaved roads and plowed fields to the border between Vietnam and Cambodia. She’s told her father will be there and that she’ll see him. When she gets there, a barbed wire fence separates her and a man faintly resembling her father. She waits all day under the scorching sun. When her father finally approaches, he’s different, not the shining hero of her memory.

Next imagine that same little girl, not yet eight years old, still missing some teeth. One night she and her family slip quietly out of their house without a single goodbye to anyone. They have in their possession a small bag of dried food, a few gold chains sewn into their hemlines and her father’s army



The fishing boat packed with refugees as photographed aboard the LNG VIRGO moments before the rescue.

dog-tag. They board a tiny fishing boat to flee Communist Vietnam. They bring the dog-tag to prove her father’s affiliation with the U.S. Army.

I was that little girl. My father, a Captain in the South Vietnamese Army, was imprisoned for four years in a Vietcong re-education camp after Saigon surrendered. As a child, I was not permitted to attend school because my father was “a traitor.” My family was under constant surveillance from our neighbors who would report even the most minor detail of our lives like what we ate or what soap we bathed with. A few months after my father’s release in 1979, we were compelled to attend an execution of an accused subversive. The purpose of our mandatory attendance was to remind us that the same fate could befall my father.

continued



On the deck of the VIRGO with Lauren’s boat in the distance. Chief Mate Bill Hewitt is in the white short-sleeved shirt looking at the camera. Lauren would love to identify the rest of the mariners aboard the ship.



Shortly after the rescue onboard the VIRGO with crewmember Jimmy Bonaface. 7 year old Lauren Vuong is second from left bottom, her mother Mai Tran is standing just above her at left, her brother Kiet is in the middle with the faded light-red shirt, and her sister Lan Vuong is next to him in light purple.



A family of survivors. Left to right are Lauren's brother Kiet, father Thiem, mother Mai Tran, sister Lan and Lauren.

Our persecution was pervasive, unbearable and ceaseless. There was no future for my father and likely none for us. My parents realized with great sadness that the only option was to escape Vietnam.

My parents and their trusted associates, some of whom were imprisoned with my father, meticulously planned the escape. They pooled money together to buy a fishing boat and secretly gathered emergency supplies like medicine and dried goods. Even the timing and route were carefully calculated.

We left during the monsoon season and took the route commonly known as Typhoon Alley to the Philippines. We chose the longest route during the most dangerous time of the year because most of the families on my boat were high political risks, such as former military officers, governors and intellectuals. Capture would have likely resulted in a death sentence. We hoped that by choosing such a dangerous time to leave, there would be less coast patrol thus helping us to elude capture. The estimated travel time was seven days in good weather.

Good weather for the first two days allowed us to safely reach international waters and avoid capture. The next days are now a blur in my mind. What I do remember: the awful smells of human waste; the constant churning of my stomach; vomiting until I thought I would die. I remember the black walls of water that threaten to engulf our boat. I remember hunger so great that it took on its own shape: dark and twisting like a rope around all my organs. I remember my brother falling ill and others openly discussing what to do with his body if he were to die. I remember the desperation on my mother's face as she looked at us, listless, starving and dehydrated.

On the tenth morning, the skies cleared. We were lost, low on fuel, food and water. We understood our dire situation. Barring a miracle, imminent death was a certainty. As we floated hopelessly, a ship flying the U.S. flag spotted us and slowed down. We waved our arms, jumped up and down

and prayed for rescue. That ship was the LNG VIRGO, part of the M.E.B.A.-crewed Energy Transportation Corp. fleet which transported liquefied natural gas from Indonesia to Japan.

We were rescued by the VIRGO in June 1980. There were 62 of us; 27 were children under 12 years old. After about a week onboard the VIRGO, we transferred to USNS SEALIFT ANTARCTIC [an M.E.B.A.-crewed Military Sealift Command ship]. At the time, I understood that the transfer was made for our benefit because following the United Nations' Geneva Convention on the refugee crisis in July 1979, President Jimmy Carter ordered the Seventh Fleet operating in the South China Sea to look for and pick up "Boat People." Such an active decree by the President led us to believe that being under a U.S. Navy ship's rescue (as opposed to a commercial vessel) would almost certainly ensure our refugee status and resettlement in America. In my mind, though, it did not matter whether the vessel was military or commercial. The undisputed fact was that we were saved by ships flying the American flag. That image forever cemented itself in my mind as synonymous with life and freedom.

We transferred to the USNS SEALIFT ANTARCTIC on July 3, 1980 and disembarked two days later in Singapore, many of us shoeless and possessing only the clothes on our backs. We spent the next 5 months in a refugee camp in Galang, Indonesia waiting for resettlement. We lived in a tin-roofed army barrack with other families. 104 people were in my barrack. There was no electricity or indoor plumbing in the camp.

My family resettled in San Jose, California. My parents went to school in the daytime to learn English. At night, they went to trade school to learn electronics to work in Silicon Valley. We cleaned houses on the weekends. My parents did everything they could to ensure our survival. My siblings and I were told never to squander the life our saviors gave us. We tried very hard in school; failure was not an option.

The Present

I am now a practicing attorney in San Francisco. My brother works in Information Technology in Silicon Valley; my sister is a pharmacist in Westminster. Both my parents are in good health and enjoying their well-deserved retirement.

Since June 1980, the skyscraping image of the VIRGO never left my mind. It was my lifelong dream to find and thank the captain and crew who saved us. I first started searching for the VIRGO in 1991 when I was researching college scholarships. My mother said our saving vessel's name is "Viet-go." I could not find any such ship in the maritime registries.

In 2007, I realized that my mother was mispronouncing the ship's name. I asked her to spell out "Viet-go;" she wrote "VIRGO."

At the Florida reunion Lauren gives Don McLendon a hug. Left to right are Thiem, Doug Torborg, Mai Tran, Lauren's children Justin Chiang (12) and Audrey Chiang (10) and George Overstreet at far right.



With the help of a researcher and the marvel of the internet, I located Captain George Overstreet. I initially thought Captain Overstreet was our rescuer. He clarified, however, that our benefactor was actually Captain Hartmann Schonn who passed away in 2000. Though disappointed, I still wanted to find others who were present during our rescue. Captain Overstreet introduced me to retired Chief Engineer Don McLendon who sailed with various ships in the ETC fleet and who had himself participated in several rescues. Don was still connected to many in the seafaring community and offered me his help.

Through the power of his M.E.B.A. and SIU contacts, Don tirelessly tracked down various leads to ascertain who was onboard the LNG VIRGO in June 1980. We had a series of near hits and disappointments, each time more crushing than the previous. Don, however, refused to let me give up hope.

Don's profound benevolence transformed my thinking. I realized that it was immaterial that he and George Overstreet were not actually onboard at the time of my rescue. The gratitude I felt extended to *all seafarers* who rescued refugees in distress. I could not distinguish between the compassion extended to me and the one that benefitted others like me. In my mind, if they saved one Vietnamese Boat Person, that person could have been my father, my mother or someone I know. Without these generous seafarers, the Vietnamese-American community as we know it would not exist.

I expressed a desire to meet those who contributed to saving refugees. Captain Overstreet invited us to visit in Florida.

Miraculously, a week before our planned reunion, Don with the assistance of the editors of the *Marine Officer* and *Seafarer's Log*, located archival articles documenting the LNG VIRGO's collaboration with USNS SEALIFT ANTARCTIC to rescue a total of 185 Boat People. One article mentioned Captain Hartman Schonn and his USNS SEALIFT ANTARCTIC counterpart Master Douglass Torborg. Doug,

incredibly, still retained a copy of the rescue ledger. He confirmed that my family was "Family #11" and that I was "#56" on the ledger.

The next day yielded equally amazing news: Kenneth Nelson, then Cargo Engineer onboard the VIRGO, actually assisted in our rescue. He boarded our boat, assessed the situation and declared our vessel unseaworthy, thus clearing the way for rescue. Mr. Nelson stood on our boat, timed the sea swell and individually handed over every child to Assistant Engineer Dan Hanson waiting on the gangway. I contacted Engineer Nelson. During our conversation, Ken realized he still had the photos and sent them to me. My family stared in disbelief at our images from 36 years ago, the joy evident on our faces. Immense gratitude filled my heart.

On March 26, 2016, we reunited with our saviors after 36 years. Words are inadequate to describe how we felt upon meeting George Overstreet, Don McLendon, Doug Torborg and their respective families. Tears flooded our eyes as we embraced the people who gave us life.

I individually asked Doug Torborg, Don McLendon, and George Overstreet about their experiences rescuing refugees from the South China Sea. McLendon emphatically refuses any credit. He claims that rescuing boats in distress is "the seafarer's way." Doug Torborg, when receiving belated-accolades for his heroism at sea, said, "At Kings Point we were trained to render assistance to people and vessels in distress... It was just part of our job." George Overstreet simply states, "It was the right thing to do."

The Future

I continue to be astounded by the seafaring community's generosity. Without Don's tireless efforts, my family would not have had the opportunity to thank our saviors for their compassion so many years ago. George hosted my party of

continued

six for five days in his home. Both Doug, Don and their respective wives gave up their weekend to see us.

I am grateful to be able to hold each of the officer's hands and tremble through the words that have been ever-present in my heart for the last thirty-six years, "Thank you."

The reunion was beyond any fantasy I could conjure as the bumbling 18 year-old searching for the VIRGO in maritime registries. Yet, greedily perhaps, I persist in my desire to find others: **Bill Hewitt**, Chief Mate of the Virgo during my family's rescue; assistant engineer **Dan Hanson** who assisted on the gangway and all other yet-identified mates, engineers and unlicensed crewmen. From the **USNS SEALIFT ANTARTIC: Second Mate Ed Wheeler, Third Engineer James Murphy, AB's Ed Marz, William Richardson, Third Mate and doctor Michael Carlisle, Chief Mate Thomas Jacobsen and mess-men Sebastian Terres and Ali Saeed**. And most important personally, I wish to find **Anna Carina**

Schonn, Captain Hartmann Schonn's daughter. I believe Anna Schonn currently lives in Germany. I very much wish to meet Ms. Schonn and tell her what her father's immense compassion did for us.

I know that my family's reunion with our saviors after thirty-six years is not the end of the story, but rather the beginning of a new and continuing dialogue that connects our two communities. I hope that many more families will have the opportunity to express their gratitude as we have. Above all else, I hope that the children, grandchildren and great grandchildren of people like George Overstreet, Don McLendon, Douglas Torborg, Ken Nelson and so many others, will see the truly historic impact their fathers made on the history of an entire immigrant community for whom existence would not have been possible.

I am humbled. I am blessed. I am grateful.

You can contact Lauren Vuong at lauren.vuong@gmail.com. Lauren recently began a funding site to raise money for a documentary spotlighting "heroes at sea." On the site, Lauren describes a little bit about her perilous journey as a refugee and her desire to recognize those heroes who helped her and so many others. She noted, "This project can demonstrate to the world how we can heal the wounds of war with the compassion of the human spirit." Visit www.gofundme.com/heroesofthesea

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Shipping Shorts

Dues Rate Rises for Many on July 1

Beginning July 1, 2016 – the start of the Third Quarter – dues/service charges will increase by \$50 a quarter for those currently paying \$400 annually – (from \$400 to \$600 a year). Members and Applicants who previously paid the old rate for upcoming quarters will need to make up the difference in order to remain in good standing. The change was approved following a member referendum.

Bargaining units unaffected by the change include the City & Borough of Juneau, Delaware Pilots, DMC Marine, Golden Gate Ferry, King County, POID, Samson Tug & Barge and Washington State Ferry.

Again, please ensure that your dues or service charge payments are current and that payments of additional increments of \$50 are made for each quarter that was previously paid in advance. The online banking site has been modified to accept increments of \$50 to allow members and applicants to “catch up” with the new rate.

Update Your Info with HQ

Be sure to inform Headquarters if you have changed your contact information. There is an address change form on our website to help expedite the process. Alternately, you can send your updated information to Doris Fitzgerald at HQ by mail, fax at (202) 638-5369, or e-mail at membership@mebaunion.org Since the M.E.B.A. Plans office in Baltimore and Headquarters databases are NOT linked, you must also forward a signed change of address form to the Plans Office if you wish to update your information with them.

Dues Must Be Paid for Vote to Count

Members not in good standing as of November 15, 2016 are not eligible to vote in the approaching M.E.B.A. election. According to our By-Laws you must have your Fourth Quarter dues paid by November 15, 2016 for your ballot to count in the upcoming officers’ election. All members are urged to square up their dues to the end of 2016 (or beyond) – taking the new rate into account – as soon as possible. Members and applicants can make payments online now in a secure manner. Visit the M.E.B.A. homepage at www.mebaunion.org.



James Sutton took this shot onboard the RRF ship CAPE VICTORY, a Patriot-managed vessel in the Beaumont Reserve Fleet. Chief Engineer Tim Landrum is seen with Houston Branch Agent Erin Bertram. She was assisting the crew with new dispatches and clearances needed after Patriot was awarded management of the vessel from MarAd.

M.E.B.A. Prevails in APL Arbitration

In a victory for the M.E.B.A. and three fellow unions, an arbitrator ruled that American President Lines violated the unions’ contracts when it improperly crewed the APL GUAM, an MSP replacement vessel, with labor from another source. Arbitrator Margaret Brogan issued her decision upholding the grievance filed by the M.E.B.A. as well as grievances put forward by the Masters, Mates & Pilots (MM&P), the Sailors’ Union of the Pacific (SUP) and the Marine Firemen’s Union (MFU).

In her opinion, Arbitrator Brogan acknowledged the “very strong language” contained in M.E.B.A.’s

continued



Bill Knowlton has been named “Seattle Member of the Year” - an awesome annual award won by M.E.B.A.’s former Washington State Ferry Representative. Seattle Branch Agent Jeff Duncan happily handed over the plaque in December to the deserving winner at left.





The M.E.B.A.-crewed DOROTHY ANN/PATHFINDER, an articulated tug-barge unit (ATB), was the first vessel out of its winter lay-up and launched the 2016 Great Lakes shipping season. The Interlake Steamship Company vessel loaded up 14,600 tons of iron ore for delivery to ArcelorMittal, an integrated steel and mining company with blast furnaces at the head of the Cuyahoga River.

labor contract that protects the Union's work jurisdiction – including contract language that makes it abundantly clear that any MSP vessel operated by or for the benefit of APL must be crewed with M.E.B.A. members, as well as members from MM&P, SUP and MFU. Soon after the decision, arrangements were made for M.E.B.A. and the other unions to crew up the GUAM. The parties also agreed to resume contract negotiations that had previously been suspended.

Compensation Ruling will Conclude Liberty Ordeal

An Arbitrator has ruled that Liberty Maritime's decision to replace our members from their jobs on the company's five U.S.-flag bulk carrier vessels in October 2011 was a violation of the CBA.

Significantly, in finding Liberty violated our contract, the Arbitrator determined that the terms and conditions of our contract remain in full force and effect retroactive to September 30, 2011. At press time, M.E.B.A. was awaiting the

Arbitrator's newest decision regarding compensation for the Union and members stemming from Liberty's breach of our contract.

HQ Downsizing; Longtime Staffer Mary Peters Retires

In June, M.E.B.A. Headquarters began downsizing its DC office by 20% to realize further cost savings. The work should be completed by the end of the summer. This is the second time in the last fifteen years that our Headquarters has been downsized. Headquarters houses the Union President, Secretary-Treasurer and Contracts Representative as well as Legal, Legislative, Membership, Accounting and Communication departments along with the American Maritime Congress.

One of the mainstays at HQ has left the fold after 19 great years with the Union. Mary Peters, who headed up "Accounts Receivable" and handled hall payroll and member dues matters, announced her retirement earlier this year. She was reliable, meticulous and thorough in satisfying member concerns.



The bow of the APL BELGIUM during a stop at the Port of Oakland.

Keera Batiste is largely taking over the workload formerly performed by Mary, and Darlene Knott will provide additional assistance.

Keep an Eye on Your Medical Certificate

As a reminder, a member/applicant cannot be dispatched for a job requiring STCW credentials if the USCG Medical Certificate will expire prior to the completion of the job called. For example, if a job is called for 90 days, the member's medical certificate must be good for 90+ days. If a job is called



M.E.B.A. members crewed up the APL GUAM following a legal battle. Engineers aboard the GUAM included (l-r) 2nd A/E Bryce Stephens, C/E Nate Williams, C/E Torey Zingales, 1st A/E Marvin Woody and P/E Keith Deirup.



Engineers enjoy an eye-opening pot of shore-bought coffee before getting back into the grind onboard the MAERSK ATLANTA. Left to right are 1st A/E Tom Campbell, C/E Bob Walker, 3rd A/E Randall Skillern and 2nd A/E Rolando Facundo.



Longtime HQ staffer Mary Peters took her well-deserved retirement earlier this year. She's seen here at HQ with her husband Bobbie.

for 45 days, the member's medical certificate must be good for 45+ days.

Additionally if a Leave of Absence is taken during a job for whatever reason, all documents will be reviewed again, as per current procedure and in accordance with this policy, when the individual returns to work, (i.e. the Medical Certificate will be reviewed to ensure it will not expire for the duration of the remainder of the job).

Members are encouraged to have their paperwork for the USCG Medical Certificate completed and to *submit it for renewal at every annual physical* in order to avoid an issue at job call.

Proficiency Testing at Local Prometric Center

Members can take the Diesel Engineering, Industrial Electronics, Instrumentation, PLC, and Refrigeration proficiency tests at their local Prometric Testing Center. An application form requesting to take an exam must be completed. This form is only available through the Calhoun M.E.B.A. Engineering School website. Any questions concerning proficiency testing through Prometric should be directed to DL@mebaschool.org

Pension Application Cut-Off

August 31, 2016 will be the cut-off date for receipt by the M.E.B.A. Plans Office of Pension applications to be submitted at the October 2016 Trustees' meeting. Applications received after the cut-off date will be processed and submitted at the next available Trustees' meeting. If time permits, applications received after the cut-off date will be processed in the order received, but they cannot guarantee that they will be presented at the October meeting.

continued



The Maritime Labor Alliance had its semi-annual meeting in San Diego recently where they worked on plans to fortify MLA and expand its influence. The MLA is a cooperation between the ARA, IBU, ILA, ILWU, M.E.B.A. and the MM&P that fights to protect MLA member jurisdictions, working conditions and labor rights. The Presidents of the six unions are seen peppered throughout this photo (Marshall Ainley-M.E.B.A.; Don Marcus-MM&P; Bob McEllrath-ILWU; Harold Daggett-ILA; John Radcliffe-ARA and Alan Cote-IBU). Don Marcus serves as MLA President with Bill Van Loo as MLA Secretary-Treasurer. Dr. Thomas J. Mackell, Jr is the Alliance Executive Director. MLA recently expanded their online presence. Visit them on Facebook and subscribe to their Twitter feed.



Honoring Capt. Tim Brown who sailed into the sunset recently at the age of 73. He served as President of the MM&P for 21 years until his retirement on Jan. 1, 2013. He was a warrior on behalf of U.S. mariners and his legacy looms large.

Final Voyage: MM&P's Capt. Tim Brown

Captain Tim Brown, 21-year International President of the Masters, Mates & Pilots who retired at the end of 2012, sailed into the sunset at the age of 73. Capt. Brown won M.E.B.A. Secretary-Treasurer Bill Van Loo's respect during the 11 years they worked together on inter-union issues. "Tim was a great guy," Van Loo noted. "He sailed alongside many of our members who remember him as a fair and more than capable mariner. He was also a hard-fighting labor leader who



A trio of retired Houston Union hall officials who stay invested with the M.E.B.A. as seen at Houston's March membership meeting. Left to right are Mike Dunklin (Patrolman 2008-12; Branch Agent 2012-13), Scott Liebling (Patrolman 1993-98; Branch Agent 1999-2001) and Bob Barron (Patrolman 1999-2001).



On Maritime Day in New Orleans, members and retirees visited the M.E.B.A. plot in Greenwood Cemetery to lay a wreath. Left to right are retired Patrolman Wilson Johns, Past Gulf Coast Vice President Jon Lincoln, current Gulf Coast Vice President Phillip Sistrunk and retired Patrolman Wilfred Jones.

navigated a difficult maritime landscape to realize gains for sailing members and pensioners he cared so much about. Tim was a maritime champion – a real ally of our industry."

"Tim brought stability and respect to our organization," said MM&P President Don Marcus. "His achievements have laid a foundation of unity and professionalism on which the membership of our union can build going forward. We are so proud of what Tim gave to our brothers and our sisters, proud of what he achieved for the industry."

LWOP Reminder for Govt. Fleet Members

Members shipping out in the Government Fleet are reminded that Union dues are not deducted when they are taking Leave without Pay (LWOP). Those mariners should keep an eye out when they take LWOP to ensure they remain as members in good standing.

Reporting & Tracking Vacation Overlap Days

Members should be reminded of methods for reporting and tracking vacation overlap days as of June 1, 2016. Several companies currently report overlap days on pay vouchers (and sometimes on USCG discharge papers). For these employers, the M.E.B.A. Plan Office relies on the



The Washington State Ferry vessel WENATCHEE leaving Eagle Harbor for Coleman Dock in Seattle. You can see Mount Rainier in the background. Thanks to Joe G. for the shot.



M.E.B.A. recently took part in the 8th Annual Women on the Water (WOW) conference at California Maritime Academy (CMA). The event emphasizes career opportunities and issues impacting women in the maritime industry. The event was timed with the annual Pearls of Power (POP) conference which supports the success of women in maritime, transportation, and related industries like business, policy, and engineering. The M.E.B.A. was represented at the event by (l-r) members Serena Webber-Bey, Houston Branch Agent Erin Bertram, Oakland Patrolman Christian Yuhas, Molly Paul and Erin Hofstetter.



← *The 2016 Financial Review Committee atop M.E.B.A. DC Headquarters at the "Capitol View" venue. The FRC performs an annual examination of Union finances. Left to right are Brian Evjen, Ray Jones, Mike Kovach, Tony Navarro, Eddie Allen and Capt. Rick Jordan.*

→ *M.E.B.A. Tampa sold beer at the Gasparilla Day Parade to help raise needed funds for the upkeep of the SS AMERICAN VICTORY. The ship is one of only two operational WWII Victory Class merchant cargo vessels. Left to right are Bob Mecker, Al Camelio, Tampa Rep./ Dispatcher Joe Barbacane and Charles Norval. They helped raise over \$10,000 for the ship which will help defray the costs of drydock work.*



pay vouchers (or USCG discharges if overlap days are indicated on them) for tracking overlap days. This is the most accurate way to track overlap days.

Members should ensure they follow one of these methods or there could be delays in receiving their vacation check..

CMES Launches Mobile App

The Calhoun M.E.B.A. Engineering School has launched a free mobile app that makes it easy for members and applicants to pinpoint key training information they need. The new app

fits all phones and devices that have access to Google Play or the Apple App Store. Just search for the app using keywords: "Calhoun MEBA Engineering School" or some variation of that.

It gives quicker access to curriculum information, School schedules & registration, news and announcements as well as many other features also offered on the School's website. If you have questions about the new app, direct them to info@mebaschool.org

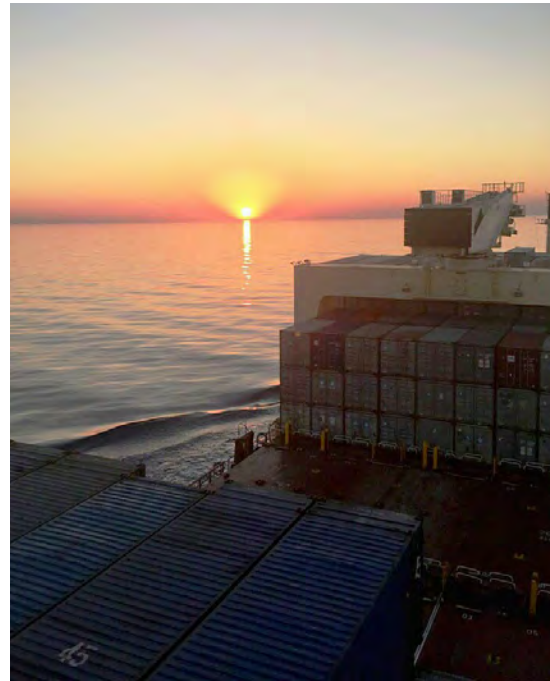
Gulf Coast Realignment

Beginning on January 1, 2017, following a member referendum, officials at M.E.B.A. Gulf Coast Union halls will be positioned differently than in the past. The Gulf Coast Vice President will work out of the Houston hall while a Branch Agent will head up the Tampa hall. A Representative will be appointed in New Orleans and monthly membership meetings there will continue as usual. The District Executive Committee will consider additional representation at

continued



A rank and file Tallying Committee picking up ballots for the 90-day referendum mailing. Left to right are Bill Thomas (Chairman), Joseph Brooke, Hugh Myers, Reggie Abrams, Eddie Washington, Rich Adams and John Fountas. The tally determined that about 65% of voting members agreed with a modest dues increase, almost 81% supported a Gulf Coast realignment, and close to 82% favored four-year terms for elected officials.



Sunset in the Eastern Mediterranean as the MAERSK CALIFORNIA sails into Mersin, Turkey. Thanks to CALIFORNIA Chief Engineer Keith Turcotte for this great shot.



Union Secretary-Treasurers gathered at AFL-CIO HQ in Washington D.C. for their annual conference to discuss issues and work on strategies. During their lunch break, they joined Communications Workers of America (CWA) members down the street to show solidarity in the fight against Verizon for a fair contract. M.E.B.A. Secretary-Treasurer Bill Van Loo is part of the photo which includes TTD's Larry Willis, AFL-CIO's Liz Shuler and many others.

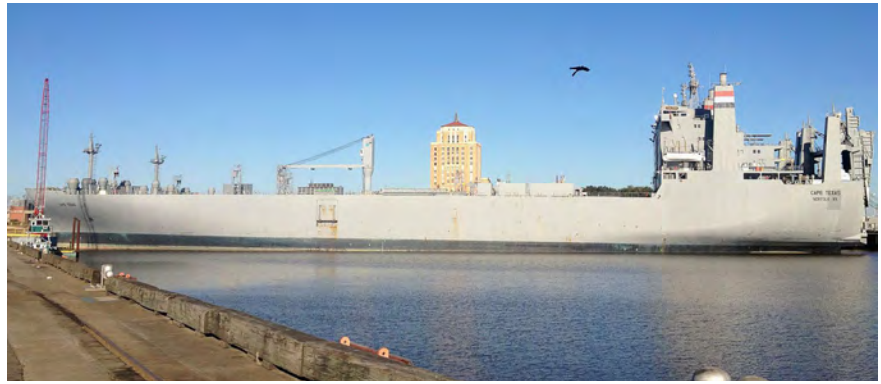


Wreaths to honor fallen mariners displayed at the National Maritime Day ceremony at DOT HQ. Left to right (behind the Paul Hall Center Apprentices) are DOT Deputy Assistant Secretary for Transportation Policy Joel Szabat, Interlake Steamship President Mark Barker, MarAd Chief Counsel David Tubman, TTD President Ed Wytkind, USTRANSCOM Commander Gen. Darren McDew, Maritime Administrator Chip Jaenichen, MSC Commander RADM T.K. Shannon, U.S. Merchant Marine Academy Superintendent RADM James A. Helis and Deputy Maritime Administrator Mike Rodriguez.

the Union halls to meet the needs of the membership. As always, it is the responsibility of M.E.B.A.'s DEC to strategically position officials at our halls to better maximize their effectiveness. Future increases or decreases in shipping activity at our Union halls on any coast necessitates consideration in order to maintain a balance of representation.

M.E.B.A. Welcomes New Affiliate into the Fold

M.E.B.A. was joined by our eighth affiliate as we welcomed in Seattle-based Ferry Agents, Supervisors and Project Administrators Association (FASPAA) under the National M.E.B.A. umbrella. FASPAA represents about 50 members who oversee various operations at terminals serving the Washington State Ferries. The union is headed up by President Dennis Duss. They noted, "FASPAA looks forward to this great opportunity to become affiliated with such an amazing labor group in M.E.B.A." Affiliation talks were initiated by Seattle Branch Agent Jeff Duncan



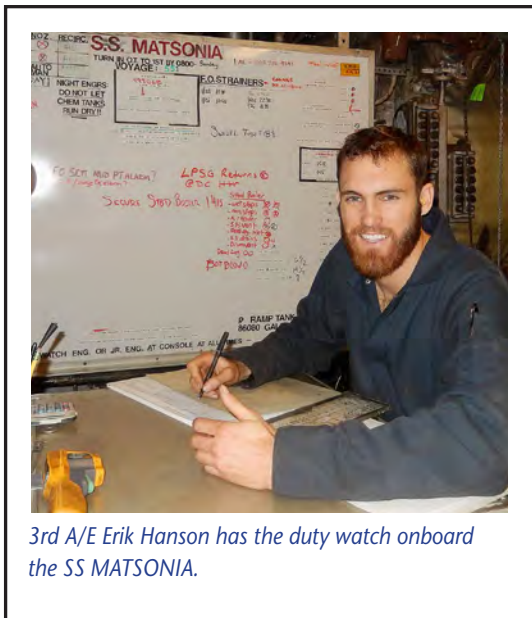
M.E.B.A. has crewed up the Cape "T's" in Beaumont, TX following the dismissal of a protest that held up the turnover. Patriot Contract Services manages the CAPE TAYLOR, CAPE TRINITY and CAPE TEXAS, three of the 7 Ready Reserve Force vessels they oversee. M.E.B.A. also newly represents a Port Engineer position for the three Cape T's.

and our WSF Representative Isaac Seidman.

Sign Up for Vacation Plan Direct Deposit

Designed for convenience, M.E.B.A. members can help themselves by taking advantage of the Vacation Plan Direct Deposit that will save them

time and ease Plans processing costs. Authorization forms are available from the Plans Office, Plans Outport Offices and at the Plans' Website – www.mebaplans.org (Forms, Vacation). Complete details are available on the Plans' site as well. Contact (800) 811-6322 or vacation@mebaplans.org for more info.



3rd A/E Erik Hanson has the duty watch onboard the SS MATSONIA.



Onboard the APL SINGAPORE are (l-r) Kings Point Engine Cadet Nick Castelli, oncoming C/E Mark Collins and offgoing C/E Fred Cuzner.

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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."

WILLIAM H. BENNETT

William Bennett crossed the final bar on March 7, 2016 at the age of 96. He was another one of our members who used his finely-honed engineering skills to assist his country in World War II. His contributions as a member of the Fourth Arm of Defense were invaluable in helping this country win the war. He continued shipping out during peace and war before finally coming shoreside in 1983 after concluding his last job with Matson Navigation. He was a resident of Placerville, CA and joins his wife Norma who died in 2002. Bill is survived by his daughter Kimber Wasilchuk and son Shane Bennett.

ROBERT J. BISH

The keys went silent for Bob Bish on January 22, 2014 at the age of 88. A radio officer, he kept the communication lines open in ship radio shacks around the globe in a lengthy and rewarding career. He shipped out for his country during World War II and sailed for various shipping companies for years after the cessation of hostilities. Bob last shipped out aboard the SEA-LAND PACIFIC before filing his retirement paperwork in 1997. He joins his wife Mary who died in 2011.

EDWIN PAUL BROCKELMEYER



Ed Brockelmeyer shipped off toward his final destination on March 11, 2016 at the age of 70. Ed served his country in the U.S. Army during the Vietnam War. He was a ham radio operator, pilot, and an active member of the Macon Elks Club. He enjoyed fishing, camping and being with family and friends. He joins his wife Paulette who died in 2012. Ed is survived by children Chris Brockelmeyer and Jennifer Feuerborn; granddaughter Emily Brockelmeyer; sisters Kathy Morgan, Janet Willer, Betty Grasso and Donna Mimms; brother Dave Brockelmeyer and several nieces and nephews.

JT BURGETT



JT Burgett sailed into safe harbor on December 13, 2015 at the age of 87. Born in Seminole, OK, he resided in Lake Cherokee, TX for 56 years. He was an avid fisherman and adored his family and friends and his precious dog Josie. He is survived by his daughter Connie Youngblood; sons Don and Mike Burgett; grandchildren Ty, Magan,

Alli, Ryan and Amber; and great grandchildren Rylan, Jake, Emma and Lucas. Survivors also include brothers-in-law William Earl, Jimmy and Gary Duncan, sisters-in-law Bettie Jo, Pattie and Tamara Duncan.

LUTHER SAMUEL CARROLL, JR.



Luther Carroll sailed toward further shores on January 12, 2016 at the age of 92. He grew up in Etowah, TN and played football at the high school there before graduating in the early 1940s as the world erupted in war. Luther was accepted at the U.S. Merchant Marine Academy in Kings Point, N.Y. and assisted the war effort as a member of the Fourth Arm of Defense. A reliable and skilled engineer, he continued shipping out in times of peace and war over the next 28 years. He also served in the Naval Reserve from 1949 to 1966. After he retired, Luther settled down in Etowah. He was a member of American Legion Post 11 in his hometown. He is survived by his two sisters, Bettie Elwood of Etowah, and Peggy Houk of Barnesville, Ga.; three nephews, Brian Elwood, Philip Elwood and Chris Elwood; and five nieces, Colleen Elwood, Glenna Waller, Crystal Hedspeth, Trina Houk, and Deanna Lovelady.

continued



PAUL CHARLES CLAPSADL



Eight bells rang for Paul Clapsadl on January 1, 2016 at the age of 80 in Cajamarca, Peru following a bus accident. Paul earned a degree in engineering from the U.S. Merchant Marine Academy at Kings Point, N.Y. in the mid-1950s. He had the honor of marching in President John F. Kennedy's Inaugural Parade. Later, he was appointed as an officer in the U.S. Navy and remained on active duty from 1961-1964. After completing his duty, Paul began an extensive career as a seagoing engineer mostly shipping out onboard oil tankers. He also spent time in the Bahamas and Puerto Rico working on a Navy research vessel. Paul retired from engineering in 2000 at which time he started working in the air conditioning and refrigeration business. In 2005, he gained ownership of an air conditioning company which he named Sophisticated Air Conditioning and Refrigeration Inc. He continued working until he left for Peru on Dec. 26, 2015. Paul was very active and loved working. He was recently quoted as saying "I am still going strong at 80 years young." He was also a lifetime member of the Fairfield AmVets. Paul is survived by his wife Miriam Clapsadl, daughter Flor Clapsadl, daughter-in-law Sandra Clapsadl, grandsons Bryan and William T. (Willie) Clapsadl, sisters, Ruth Ann Shultz, Rose E. Miller, Rita M. Shaffer, Mary T. Kirby, and Jane C. Reed, and brothers Philip M. and Luke J. Clapsadl. He is also survived by numerous brothers-in-law, sisters-in-law, nieces, nephews and cousins. Paul was predeceased by one son, Timothy Paul Clapsadl and two brothers, Pius D. Clapsadl and Patrick M. Clapsadl

DAVID EUGENE CROMWELL



David Cromwell was promoted to glory on December 18, 2015 at the age of 60, his long battle with cancer at an end. David served in the U.S. Army from 1975 to 1990 as an infantryman and tugboat operator. His service included three years in Panama and stateside assignments at Ft. Lewis, WA and Ft. Eustis, VA. He suited up with the Military Sealift Command in 2002 and shipped out as an engineer on assignments around the globe. He sailed aboard the USNS ZEUS, USNS YUKON, USNS BIG HORN, USNS GUADALUPE, USNS SALVOR, and USNS SAFEGUARD. He enjoyed seeing new sites but always returned to the home that he and his wife constructed in Leavenworth, WA. David was born to Kenneth and Louise (Loveless) Cromwell on December 6, 1955 in Hoopa, CA. He is preceded in death by his brother, Charles Cromwell, and son, David E. Cromwell, Jr. He is survived by his wife Sheila (Holland) Cromwell, daughters Murrya Cromwell (David), and Heather Cromwell (Ben), stepson Allen Walker (Heather), and stepdaughter Christina Horner (John). Papa David leaves behind ten grandchildren, Samantha, Baelee, Ty, Jennifer, Shaun, Evan, Ethan, Owen, Emilie, and Oliver. His parents, Kenneth Cromwell (Lore) and Louise Cromwell, four brothers, Ralph (Jill), Kenneth (Cindy), Mike (Catherine), and Timothy (Mandy) and one sister Kelly Courter (Rick) will miss him as well. David had many nieces, nephews, cousins, aunts and uncles he thought and spoke of highly.



JOSEPH DAVIS

Joe Davis sailed into another life on January 26, 2016 at the age of 59. He was born and raised in Pennsylvania, but as an adult he found his home in Nevada. He shipped out on a variety of

vessels and traveled all over the world, earning his Chief's license. He last went to sea in 2005 for ASM onboard the PRESIDENT JACKSON. He retired the following year. Joe is survived by four brothers: Walter, Edward, Ronald (former M.E.B.A. President) and Robert, along with sisters Leona Louderback and Charlotte Murphy. Joe loved life and lived it to its fullest. While not at sea, he enjoyed outdoor activities, spending time with family and friends, caring for his animals and volunteering with local charities. Joe was thoughtful and generous, and brought joy to all who knew him. Although Joe's earthly body is no longer with us, his spirit lives on in our hearts and memories. He will be missed.

HUGH B. EDWARDS

Hugh "Buddy" Edwards set sail for uncharted waters on October 25, 2015 at the age of 88. Buddy was a Korean War Veteran and had a long and prosperous career at sea retiring as a Chief Engineer after 40 years of service. He last went to sea for Keystone before filing for retirement in 1989. He is survived by his wife of 52 years, Martha Edwards; children, Patsye Franklin Wheeler, Peggy Herrington, Lawson Motley; sister Alice Edwards; and numerous grandchildren and great grandchildren.

WILBURN D. FRENCH

Wilburn French eased into eternity on April 4, 2016 at the age of 92. He was a longtime member who shipped out of Seattle and West Coast halls. He last worked under M.E.B.A. contract in 1968 before filing for retirement. He is survived by his wife Yayoi.



LINO GIULIANI

Lino Giuliani eased into the firmament on January 17, 2016 at the age of 90 after a long and adventurous life. He was born in Rome, Italy in

1925 and immigrated to the U.S. to be with family and friends in 1954. Soon after, he began shipping out as an engineer and traveled the globe – visiting many countries around the world and exploring history. On August 15, 1962, Lino received his Certificate of Naturalization and became a citizen of the United States, the pride he felt never waned. After shipping out onboard the SS LESLIE LYKES in 1990, he filed for retirement and settled down in Grant, FL. Lino soon became a neighborhood friend known for pet-sitting and delivering “meals on wheels” to his friends. He always had a thirst for knowledge, a love of animals and a talent for cooking. He left behind many beloved friends, both two and four-legged.

RALPH BRUCE HAVEN

Ralph Haven made his final voyage on January 1, 2016 at the age of 92. He served in the Marine Corps Aviation during WWII then began shipping out, eventually earning his Chief Engineer’s license. He last went to sea in 1985 sailing with Marine Transport Lines aboard the SS MARINE FLORIDIAN. He joins his wife Dorothy Armour who died in 2012. Surviving is step-daughter Ann Goodman, grandchildren Kenneth Goodman and Gwen Goodman and three great granddaughters.

DOYLE AUGUSTA HILL



Doyle Hill steamed into the hereafter on November 23, 2015 at the age of 86. He held many different positions: barber, short order cook, insurance salesman

and realtor. But he truly excelled as a mariner and shipped out for 35 years, his last ten as Chief Engineer. He last shipped out in 1992 for American Foreign Steamship Company. Doyle married Mildred Simmons in 1951 and they moved to San Francisco shortly after. Later on they relocated to East

Palo Alto, CA. He enjoyed cooking, music, horseracing at Bay Meadows and Charles Bronson movies. He leaves to cherish his memory his children Charmain Johnson, Clint Hill, Brian Hill and Ava Hill; grandchildren Pauline Hill, Ava Johnson, Albertine Johnson, Mildred Simmons, Courtney Hill, Gabrielle Hill; great-grandchildren Isaveion Anderson, Deja Hill, Dynah Blackmon, Devin Loftis and Dane Simmons; and many nieces, nephews, friends and neighbors.

HERBERT WILLIAM JOHNSTON



Herbert Johnston crossed the great divide on December 31, 2015 at the age of 88. He spent a long career showcasing his finely-tuned

engineering skills retiring in 1992 as a Senior Port Engineer with Sea-Land Service. He enjoyed anything having to do with guns. He lived in Midway, TX since his retirement and attended the Crossroads Cowboy Church. He was preceded in death by his wives Francis Johnston and Helen Starns; daughter Joan Irene Hanvey; son Robert William Johnston and brother David Johnston. He is survived by son David Claiborne Johnston; daughter Desia McLain; grandchildren Dalton & Montana Johnston, Robert, Shana, Sabrina & Shelby McLain, Robert Lyons & Helen Hanvey; and great grandchildren Chloe, Zoiey & Makinley McLain and Robert R. & Kaislyn Lyons. Also surviving are JoAnn Ponder, Mary Ponder Jasmine Ponder, and Michael Spurgeon.

MICHAEL J. KENNEDY



Michael Kennedy sailed off to his final port of call on April 27, 2015 at the age of 72. Mike graduated from Vallejo High School in 1960

and California Maritime Academy in 1964. As a mariner, he worked in

shipyards around the world and sailed on many ships throughout his career. He last went to sea in 1986 aboard the M/V/ SEA-LAND MARINER. After his family, Mike’s passion was baseball. He played throughout his childhood and early adulthood, turning that passion into coaching for over 20 years. He coached every age group, taking his teams to All-Stars and Championships multiple times. When retiring in 2010, Mike turned his vacation home in Chiwawa River Pines, near Plain, Washington, into his full-time home, where he became actively involved in the Lake Wenatchee community. Nothing made him happier than feeding his birds, riding his tractor and smoking a cigar on his porch. His winter passions included snowmobiling and sitting at his fire pit watching it snow. Mike was an avid NASCAR fan, and looked forward to his trips to the track with his boys every year. He is survived by his wife of 50 years Judi, his sister Patty and children Stacie, Scott, Michelle and his “adopted” daughter Wendy. He is also survived by six grandchildren: Joshua, Sam, Cody, Riley, Adeline and Brady and sister-in-law, Kathy.

LEO P. KENNY, SR.



Leo Kenny made his final crossing on October 5, 2015 at the age of 83. Leo proudly served his country in the U.S. Army during the Korean Conflict then suited

up soon after with the M.E.B.A. blue and gold. He proved to be a proficient engineer and kept his ships humming for 35 years – through the Vietnam and Gulf wars – before retiring as Chief Engineer. He last went to sea aboard the SS GALVESTON BAY for Afram Lines. A hard working man, Leo loved to laugh and enjoyed boating, going to the beach, and traveling to Newfoundland. He also enjoyed playing cards and especially Cribbage. In addition to his wife of 55 years Perpetua M. “Pet” Roche

continued



Kenny, he is survived by his children Leo Kenny, Jr., Colleen Kenny-Strugala, Diane Kenny, Mary Anne Owen, Marie Potter, Paul Kenny, Joseph Kenny and Glenn Kenny. He is also survived by his brother Jerome Kenny (Rose), and sisters, Josephine McCorry, Sheila Boyle and Catherine Kenny; and by nine grandchildren.

HARRY H. LEDBETTER, SR.



Harry Ledbetter set course for calmer waters on December 27, 2014 at the age of 89. Harry enjoyed almost 40 years at sea and about 30 years of retirement.

He enjoyed his career and worked most of it as Chief Engineer for Lykes Brothers Steamship Company. Harry was a veteran of three wars; World War II, the Korean War, and the Vietnam War. During his career Harry earned a Pacific War Zone Metal, the Korean War Service Bar, a Veteran War Service Bar, a Victory Medal, a Merchant Marine Emblem, an Honorable Service Button and a letter from President Truman. Harry was a member of the VFW and he was a Mason. He supported many charities, including the Shriners, various churches, St. Jude's Hospital, and the Diabetes Foundation. Harry never declined an opportunity to help someone in need. He lived life to the fullest and was blessed with many good friends, a wonderful family and a successful career. Harry was a hard-working, loving husband and father and he will be deeply missed by his friends and family. He was born in Spadra, Arkansas and later made his home and raised his family in Abita Springs, Louisiana where he retired to be with his family. He was preceded in death by his wife Ann and is survived by his son, five daughters, several grand and great-grandchildren. At his funeral service he was honored with a very

impressive gun salute by the Covington VFW post and representatives from the United States Navy. "Let your light shine before men, that they may see your good works, and glorify your Father in Heaven." Matthew 5:16

ROBIN R. LINKER

Robin Linker made sail toward his final rest on January 2, 2016 at the age of 68. He was an efficient and skilled engineer who was a good friend and shipmate. He last sailed onboard the LIBERTY SUN in 2004 before concluding his seafaring career and filing for retirement. Besides his love for the sea, he was a train aficionado, one of his favorite topics. A Reno, NV resident, he leaves behind many family and friends including his daughter Aimee Austin Grajeda.

MATTHEW REGIS MORAN



Matthew Moran sailed into the sweet hereafter on December 30, 2015 at the age of 83. He was a resident of Mesa, AZ where he resided for the last

15 years. He loved the warm weather as well as golfing, traveling, and his annual trip to Laughlin, NV with his brother and some of his lifelong friends. He has a long and successful career at sea sailing around the world and working his way up to Chief Engineer. He last shipped out aboard the CAPE GIRARDEAU (formerly ALASKAN MAIL & PRESIDENT ADAMS) for American President Lines. Matthew was preceded in death by the love of his life, his wife Donna Moran. He is survived by his sons David Moran and Bruce McDonald, daughters Julie Systad, Donnita Patayon, and his brother Jerry Moran. He is also survived by 8 grandchildren, 4 step-grandchildren, 7 great-grandchildren, and 11 step-great-grandchildren.

STEVE P. NEVIN

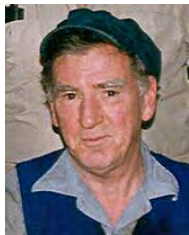
Steve Nevin climbed the gangway to the great beyond on March 17, 2016 at the age of 75. He was a 1958 graduate of Sault Ste. Marie High School then served in the U.S. Coast Guard for eight years beginning in 1958. Soon after, he worked for the Ohio Division of Liquor for three years until 1969 before shipping out for the Interlake Steamship Company. His career on the Lakes as a Deck Officer encompassed 40 years. He last shipped out in 2009 onboard the M/V PAUL R. TREGURTHA. He is survived by his son Michael and daughter-in-law Angela Nevin; sisters Donna Gilbert and Margaret Freidenbloom; nephews David Gilbert and Michael Gilbert; nieces, Betty Marshall, Carol Mobley and Kayla Freidenbloom; great-nieces Richelle and Elena Esquivel; great-nephews Andrew Roman and Marquis Salazar; and his dearest friends the Partridges, the Robins, Cartmills, Beith, Boskovitch and Colautti families as well as the Beaulieu, Biers, Sandvick and the Rogers families.

BRIAN J. NORTON

Brian Norton sailed toward safe haven on October 28, 2015 at the age of 59. He spent his youth in Needham, MA. A man of many talents, Brian could quote poetry as easily as he could discuss politics, religion, or the workings of machinery. He took pleasure in small things such as reading the daily newspaper, eating fresh summer corn or Kimball's ice cream, and reciting Seinfeld. Although Brian's work accomplishments were many, his pride and joy was his family. Whether enjoying time at their home in Rindge, NH or travelling to visit one of his children, he always relished the time he spent with his family. Brian believed in appreciating and living in each and every moment and encouraged those around him to do the same. A graduate of Mass Maritime, Brian sailed for 22 years – 14 as Chief Engineer – for

Lykes Brothers SS Co. More recently, he worked for Seaworthy Systems and the State of CT as Director of Facilities Operations, CAS. He is survived by his loving wife and best friend Dawn M. (Winbourne) Norton, children Korinne Lassiter, Cameron Beau Lassiter, Kettie O. Norton and Iestyn M. Norton; brother Russell Norton; sister Michele Norton; brother-in-law Tom Donovan, and many loving in-laws, nieces, and nephews.

ROBERT STAPLETON



Bob Stapleton reached his final shore on January 20, 2016 at the age of 84. A distinguished Navy veteran, he had a long and successful shipping

career with the M.E.B.A. that was launched in 1964. But he really hit his stride when he came ashore following one last job in 1988 working aboard the U.S. Lines vessel AMERICAN CHAMPION. He then succeeded Paul Pitman and took the reins of the Boston Union hall as Representative. Bob kept things running smoothly at the hall for over a decade and is fondly remembered for going the extra mile for members and applicants who needed a helping hand. He loved the M.E.B.A. and it showed in his work. He was considered a “giver” by relatives as well as his M.E.B.A. family and he truly cared about others. He handed over the keys to the Union hall in late 1999 and settled down in Ogunquit, Maine. But he remained a regular at the Boston membership meetings and never missed a Christmas party. Members and retirees flocked to his service to pay tribute to Bob along with the Navy Honor Guard. Retiree Bill Tracy played the violin at the service in Bob’s honor.

THURLAND T. WILKINSON, JR.

Thurland Wilkinson, a much-liked Instructor at the Calhoon M.E.B.A. Engineering School who retired in 2006, made his final voyage on

December 1 at the age of 74 after a short battle with cancer. Thurland was a 1963 graduate of the U.S. Merchant Marine Academy and began shipping out with the Brotherhood of Marine Officers (BMO). BMO eventually became a division of the M.E.B.A. before merging. He sailed for a variety of shipping companies achieving the rating of Chief Engineer. With an MBA from Rutgers in hand, he joined the School in 1992 teaching computer courses and overseeing their website while making a lasting impact. He was honored with the School’s Meritorious Service Award in 2001. After his retirement to Lusby, MD, he still returned occasionally to the CMES to teach night classes such as Maximo and AMOS-D. With his spare time, he enjoyed volunteering at a local nonprofit in southern Maryland called S.M.I.L.E. dedicated to strengthening the local community. His wife of 36 years – Evelyn - passed in June of 2014 after a long battle with Alzheimer’s. He is survived by his daughter Mary, a 2005 Kings Point graduate. She called Thurland “an incredibly generous, thoughtful and loving man who only wanted the best for everyone he encountered.”

MICHAEL J. WILLINGHAM

Michael Willingham’s spirit was freed on December 7, 2015 at the age of 72. Smart and talented, he was born curious and eager to dive into the inner workings of everything – be it physical, mental or spiritual. When he was just a baby, he took the side of his crib off while his mother thought he was napping. His beloved grandmother held him on her lap when he was three years old and asked, “Mikey, what do you want to do when you grow up?” “Grandma,” he said, “I’m going to get on a big ship and go all the way around the world.” He guided that plan to fruition sailing around the world seven times as a top-notch M.E.B.A. engineer. He rode on rickshaws, paddled up rivers in Thailand, climbed a dragon stairway up the spine of a

mountain in Japan, marveled at sea snakes in the hot Red Sea, sailed in fair and foul weather and always came home again. When he was 33, he stopped to help a woman stranded on the freeway with a broken car which turned out to be a good move on his part. The woman was Amada, his true love. The two soulmates lived happily together for 38 years with a bond that not even death can sever.

ALBERT R. WILLARD, SR.

Albert Willard shipped off to the source on June 6, 2015 at the age of 87. He was valedictorian of the 1944 Rural Retreat High School graduating class. Upon his graduation he joined his father to work on the family farm in the Kimberlin Section of Wythe County, VA where the main crop was cabbage. In 1963, he set sail with the M.E.B.A. working on various vessels in sea lanes around the world. After 28 years, he retired as Chief Engineer with Trinidad Oil Company. He is survived by his wife Brenda Willard; children Janet W. Cassell, Mildred W. Grubb, Dick Willard and Estelle Willard; stepson Andrew Lowrimore; and stepdaughter Melissa Lemoine. He is also survived by his grandchildren Stephen Grubb and Bryan Cassell; great-grandson Andrew Cassell and great-granddaughter Alexis Cassell along with a host of nieces and nephews, cousins and friends.

DALLAS EUGENE WISNER

Dallas Wisner pushed off toward his final frontier on December 29, 2015 at the age of 90. He was a longtime member and excellent engineer who proved his mettle aboard a slew of vessels worldwide. Dallas is survived by his wife Alvenia England Wisner, children Gary Wisner, Linda McPherson, Gilbert Wisner and Raymond Wisner; grandchildren Becky Johnston, Clay Wisner, Carol Swearingin and Amanda Cook; great-grandchildren Heather Parker, Colten Johnston, Luke McGuire and Dallas Swearingin.

continued



STANLEY TARSISAS WITKOWSKI

Stan Witkowski embarked on his final passage on February 11, 2016 at the age of 92. Thorough and efficient, he ran a tight engine room and traveled the world many times over in a 36-year seagoing career. He last shipped out aboard the SS PIONEER CRUSADER for U.S. Lines in the early 1980s before filing for retirement. Stanley was a resident of Hudson, FL.

ARTURO ZANATTA

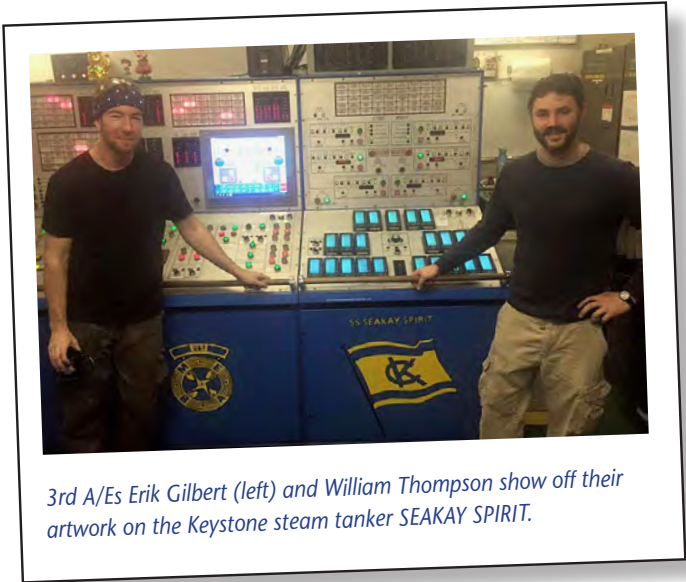
Arturo Zanatta sailed for the undiscovered country on June 25, 2015 at the age of 83. An expert engineer, he shipped out with the M.E.B.A. for over 40 years. He was born in Treviso, Italy. Though transplanted into American life, he never forgot his roots, always celebrating and honoring his heritage. Arturo was a member of Sons of Italy. He enjoyed bocce, a good plate of pasta, crossword puzzles, working on cars, traveling, but most of all he enjoyed being with his grandchildren. He is survived by his daughter Micheline Capaci, son Marco Zanatta, and grandchildren Hannah Zanatta, Gabriella Zanatta, Giada Capaci, Eva Capaci, and Franco Zanatta.



Crewmembers onboard the APL BELGIUM. Left to right in the back row are C/E Joseph Robson, offgoing 1st A/E Torey Zingales, oncoming 1st A/E Robert Binder, 2nd A/E John Holmeslett, M.E.B.A. dayworker Andrew Groody and M.E.B.A. dayworker James Rowe. In the front row (l-r) are MFU wiper Cicero Lacaba, MFU QMED Cyn Philyaw, Swissmarine main engine tech reps Tony Garcia and Adrian Huber, M.E.B.A. dayworker Daniel Rhoads and an MFU dayworker.



M.E.B.A. members onboard the gas turbine LMSR USNS SISLER (Patriot) in Diego Garcia, with a 70 pound slow cooked pig. The Engine Department built the pig box and slow cooked it for 10 hours. Pictured left to right are C/E Ken Marcinak, Second Mate Ben Larrabee, 3rd A/E John Gaffigan, 3rd A/E Haven Hoffman, 2nd A/E Nick Ridgway and 1st A/E Mike Repko.



3rd A/Es Erik Gilbert (left) and William Thompson show off their artwork on the Keystone steam tanker SEAKAY SPIRIT.



1st A/E Adam Smith (l) and 3rd A/E Matt Jernigan at the controls onboard the MISSISSIPPI ENTERPRISE (Sulphur Carriers) in Reserve, Louisiana.

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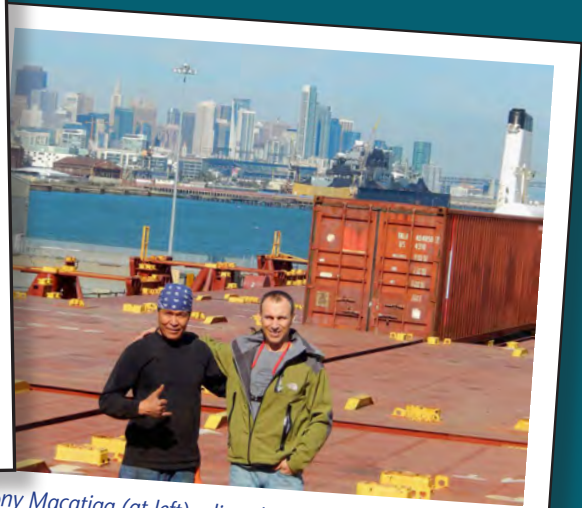
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Port Engineer Keith Deirup by the main engine heads onboard the APL KOREA.



2nd A/E Eric Magbiro (at left), assisted by the QMED known as "T" onboard the MAERSK MEMPHIS. They were working in the purifier room.



Tony Macatiag (at left) relieved Ray Tesson as shipkeeper onboard Pasha's HORIZON RELIANCE which was laid up at San Francisco's Pier 80. Ray then joined the HORIZON ENTERPRISE as Chief. You can barely see the CAPE HORN and CAPE HUDSON behind the cargo box. Those RRF vessels were recently awarded to Matson and crewed up with M.E.B.A. engineers.



M.E.B.A. keeps things running smoothly onboard the USNS GILLILAND, an LMSR managed by Patriot Contract Services. The ship is capable of hauling enormous amounts of equipment to support combat and humanitarian missions. Left to right are OIC Hugh Bagby, 1st A/E Jason Fetter and C/E Dominic Walsh.



1st A/E Jeff Hitzel (l) getting ready for a piston pull onboard the Hapag/MTL YORKTOWN EXPRESS. Not wanting to be outgunned, Chief Mate Doug Sier (at right) grabbed a pipe wrench for the photo.



Engineers aboard the Patriot-managed government chemical tanker SLNC PAX. The vessel was heading toward White Beach, Okinawa, Japan following another trip to Kwajalein Atoll (Marshall Islands). From left to right are 1st A/E Doug Robb, 3rd A/E Alison Griffith and 2nd A/E Emil Berger. Thanks to C/E Tim Kelley for the shot.