



NY/NJ Union Hall Moves into New Office

MEBA's Union hall in the New York/New Jersey area has completed its move to a new location in Jersey City with 10,700 square feet and on-street non-metered parking. Located five minutes from the Holland Tunnel it can be reached off the New Jersey Turnpike on Exit 14-B. The street address is 37 Edward Hart Drive, Jersey City, NJ 07305. The phone and fax numbers as well as e-mail addresses from the old hall remain in effect.

District Investigating Committee (DIC) Report

The District Investigating Committee is in the process of completing a comprehensive review of all applications for membership made on or before Wednesday, December 31, 2003. Any applicant for membership who has made application on or before December 31, 2003 and is not on the October 2, 2003 DIC Report is urged to contact Doris Fitzgerald at MEBA Headquarters (202) 638-5355, ext. 1651 to inquire about any missing or incomplete items in their application so it can be corrected. Please expedite the delivery of any necessary information since the DIC will likely meet within the first few months of 2004. On a separate note, the year 2003 retirements will be listed on the next DIC report.

Ashes of A&B, Matson Pioneer Scattered at Sea

The ashes of Alexander & Baldwin and Matson President Emeritus Robert J. "Bobby" Pfeiffer were recently scattered

at sea from a ship bearing his name. Pfeiffer, who died on September 26 at the age of 83, oversaw A&B and Matson during remarkable periods of growth. After a memorial service in Honolulu, family members boarded the Matson vessel M/V RJ PFEIFFER, crewed by MEBA members, from which his ashes were committed to the sea.



Legendary maritime figure Robert J. "Bobby" Pfeiffer died in September.

New Waterman Port Engineer Agreement

Building on the strong foundation of the prior agreement negotiated by Ron Davis, Gulf Coast Vice President Marc Huber finalized a long-term Port Engineer contract with Waterman Steamship. This new agreement provides long-term stability — the contract runs through June 2010 consistent with the anticipated operation of the three Waterman T-AXK vessels.

The agreement is front-loaded with wages and benefits. There will be an immediate increase in base wages beginning in the upcoming year of 11.5 percent. Benefit contributions will be increased from the effective date to our current rates due to the increasing medical costs of the Plan. Subsequent years are covered by wage and benefit increases of 3.5 and 3 percent in the following two years and then the greater of a fixed amount or the EPA in the future, which allows for the uncertainty of an unknown U.S. economic future.

Duties for the Port Engineer are primarily the MSC operated Maritime Pre-Positioning Force Enhanced fleet for T-AXK vessels, MAJ. STEPHEN W. PLESS, SGT. MATEJ KOCAK, PFC. and EUGENE A. OBREGON.

V.P. Marc Huber led the negotiations that were conducted with the full support and assistance of the negotiating committee with rank and file member John Cramer, Houston Branch Agent Lou Marciello and Contracts Representative Mark Gallagher. The Agreement, which had the overwhelming support of the bargaining unit, went into place after ratification on September 30 retroactive to July 1.

MEBA Signs onto Effort to Upend Anti-Jones Act Bill

MEBA has joined a coalition of maritime labor unions vehemently opposed to efforts by a Hawaii Congressman to rescind pro-maritime protections. President Davis put his name to a letter, joined by the leaders of ILWU, ILA, SIU, MM&P and AMO, urging Congressional leaders to reject new legislation that

would compromise the Jones Act and allow foreign-flag vessels entry into the domestic Hawaii trade.

Congressman Ed Case (D-HI) authored three bills that would aid cattle ranchers in his District in exchange for, as the unions contend, this country's national security. "The implications for our national security are great if America loses American-owned domestic shipping companies," the letter reads. "If this occurs, the U.S. will be forced to rely instead on the good will of foreign companies to make their foreign-flag vessels available to provide the sealift sustainment capability needed by the Department of Defense to supply American forces overseas."

Waterman LASH Agreement

MEBA and Waterman Steamship have reached an understanding for the LASH vessel ATLANTIC FOREST. Due to the specialized nature of the PLC-controlled, SCR drive Konecranes, the company felt that the Dayworking Second Assistant Engineer position, is in need of continuity. The company doesn't believe that this is provided for by the current practice of calling a relief for the permanent out of the hall. Instead, they are seeking two permanent engineers. The new understanding allows this, but in return, the vacation rate was increased to day-for-day for the Second Assistant Engineer position on the vessel. Waterman is seeking engineers for permanent positions on this and a possible second reflagging of a LASH motor vessel. Resumes can be sent to Bob Chiesa via fax at 504-593-2573 or via e-mail at chiesarp@intship.com. Contact the New Orleans hall for more information.



MEBA's Gulf Coast V.P. Marc Huber (l) with Maritime Administrator Capt. Bill Schubert at a recent function. V.P. Huber has been busy closing contracts with Waterman Steamship and working on a process to better compensate members serving aboard MarAd R.O.S. vessels.



M/V ATLANTIC FOREST First Engineers Scott Carpenter and Mark Collins in front of one of the auxiliary generator engines being overhauled. The professional competence and outstanding ability of the MEBA engineers on this vessel has resulted in remarkable improvement of this previously Flag of Convenience (FOC) registry ship. The hard work of these dedicated MEBA engineers is beginning to make notable differences in the improved appearance and performance of the ship.

MarAd ROS Excess Security Watch Hours

MEBA is investigating a method to possibly pay Maritime Administration (MarAd) Reduced Operating Status (ROS) security hours in excess of those security watch hours already included in base pay. Chief Engineers aboard MarAd ROS vessels have recently been notified and should be preparing updated lists of excess hours for all ROS officers. We appreciate their efforts in this request. A prior list had been developed through early 2002. At that time, the General Accounting Office ruled that no time-off compensation could be granted for duty hours without reimbursements from the operating companies. MEBA is now attempting to fairly and equitably adjust for any excess work that has not been included in base as per the GAO's ruling. If you are one of these affected MarAd ROS officers, please assist your Chief



The beautiful new Matson containership MANUKAI has begun its service in the Hawaii trade.

Engineer in preparing their list. Once the current totals have been completed and submitted, the possible methods for reimbursement will be more fully developed. We will continue to keep the membership apprised in our progress. For additional information on this effort, please contact Gulf Coast V.P. Marc Huber or Houston Branch Agent Lou Marciello.

M/V MANUKAI Sails on Inaugural Voyage

Matson Navigation Company's new 712-foot containership M/V MANUKAI arrived in Hawaii in October and reported for service in Matson's Hawaii trade between Long Beach and Honolulu. The vessel, crewed by MEBA members, has the capacity to carry 2,600 containers (twenty foot equivalent units). It is the first of two new Matson containerships being built at Kvaerner Philadelphia Shipyard, Inc. (KPSI) at a cost of \$110 million each. The second vessel, M/V MAUNAWILI, is scheduled to be delivered in mid-2004.

NASSCO Starts Construction of First T-AKE Ship

National Steel and Shipbuilding Company (NASSCO) has begun construction on the first ship in the Military Sealift Command's T-AKE program, a new class of combat logistics force ships designated the "Lewis and Clark" class. This is the first of four T-AKE Combat Logistics Force vessels planned for the MSC fleet over the next several years. MEBA civilian mariners will crew these vessels. The Navy has an option to authorize eight more T-AKE vessels that would be operated by the MSC. The T-AKE is a dry cargo/ammunition underway replenishment ship, that will support Navy vessels at-sea or in port. With convertible cargo holds and cargo transfer systems capable of handling food and stores or ammunition, the T-AKE will replace two classes of aging cargo ships that are nearing the end of their service lives: T-AE ammunition ships and T-AFS combat stores ships. Randi Ciszewski is MEBA's Government Fleets Rep and can be contacted for further details at the New York Union hall.

Short Sea Shipping Cooperative Program Established

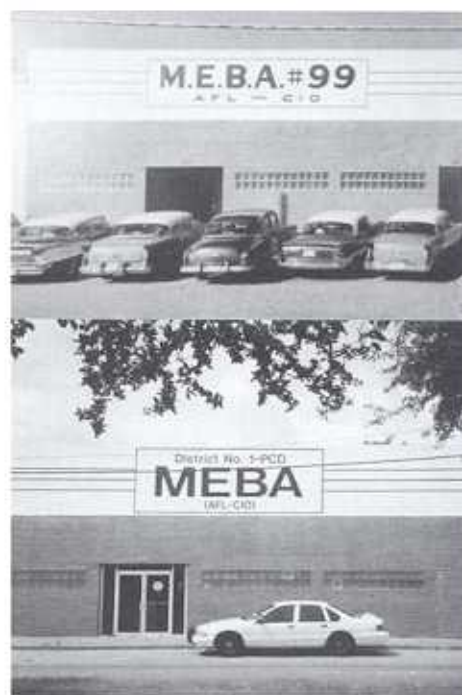
At a meeting between government and industry representatives in Washington D.C. in October, the Short Sea Shipping Cooperative Program (SCOOP) was formally launched. This is a public/private partnership to advance projects in the promotion of short sea shipping. Short sea shipping focuses on waterborne alternatives to bypass ever-increasing highway congestion via a domestic coastal shipping system. The initial focus of the Cooperative program is to raise public awareness in developing short sea shipping nationally.

Transportation Secretary Norman Mineta has already approved more than \$50,000 in seed money to get the program up and running. MEBA is intimately involved in short sea shipping efforts especially in conjunction with the American Maritime Congress (AMC) which is a founding member of the Cooperative group. Maritime Administrator Capt. William Schubert has made short sea shipping a priority.



At a Maritime Trades Luncheon on the West Coast in October, a special award was presented to the SS JEREMIAH O'BRIEN, one of the two remaining Liberty ships in sailing shape (JOHN BROWN is the other). From left to right is MEBA Executive V.P. Bud Jacque, MEBA President Ron Davis, MEBA Legal Rep. Bill Doyle, Seafarers International Union (SIU) Asst. V.P. Nick Celona, Sailors Union of the Pacific (SUP) President Gunnar Lundberg, and MEBA's San Francisco Rep. Kevin Nichols.

MEBA's Houston Branch Agent Lou Marciello attended the Second Annual Short Sea Shipping conference in Florida this November. He reported that the road toward realizing this project will require a commitment from the Government before the necessary funds can be obtained to help usher in an adequate system. Even though highway congestion is expected to double over the



The Houston Hall (Branch Agent Lou Marciello, Patrolman Donn Reamer, Dispatcher Erin Bertram) recently had a new sign painted in front of the hall. The old Local 99 sign (at top) was taken in the late 50's. The new sign was painted to resemble the old one.



Gulf Coast V.P. Marc Huber congratulating new MEBA member Mark Taylor. Mark is making his first trip as 1st A/E on the M/V LIBERTY SPIRIT. In the background are L to R: 2nd A/E Andrew MacDougall, Liberty's non-union port engineer, and C/E David Wessel. Mark completed his application in the New Orleans hall with then-Patrolman Huber.

next twenty years, public awareness of the impending situation and of this possible solution is key in order to secure the necessary funding.

Coast Guard Issues Final Maritime Security Regs

The Coast Guard and Department of Homeland Security have finalized comprehensive maritime security regulations that were mandated by the Maritime Transportation Security Act of 2002. The six final rules that put a series of vessel and port security requirements into motion became effective on November 23. The rules focus on those sectors of the maritime industry that have a higher risk of involvement in a transportation security incident, including various tank vessels, barges, large passenger ships, cargo vessels, towing vessels, offshore oil and gas platforms, and port facilities that handle certain kinds of dangerous cargo or service vessels. They require Government and industry agencies to implement preventative security and plans to deter threats while providing a framework for response in the event of an attack.

MEBA Extends Contract for Lykes Motivator

Atlantic Coast V.P. Don Keefe has sweetened the pot for members working aboard the 2700 TEU diesel containership M/V LYKES MOTIVATOR while extending its contract to run until November 2008. Marine Transport Lines operates the vessel. V.P. Keefe secured annual wages and increases for our members throughout the life of the contract as well as increased pension wages for all officers. Medical contributions were also stepped up over the term of the agreement. ✕



Looming larger than life in this photo, MEBA's Government Affairs Director David Tubman (left) spoke at a function in Iowa in support of Presidential candidate Congressman Dick Gephardt (right). Rep. Gephardt is holding an MEBA book as he is christened as a member. Laborers President Terence O'Sullivan is seen in the background.



About 70 School and Plans office employees, some of which had never stepped aboard a seagoing vessel, toured the Military Sealift Command LMSR USNS YANO recently in Baltimore. The YANO has made several trips in support of Operation Iraqi Freedom. MEBA members conducting the tour for the enthusiastic group included Chief Engineer Claude Pfeffer, Chief Mate Ken Quinn (MEBA Mate working for Patriot Contract Services on the Pass-Through) and 2nd A/E J.B. Christensen.