



Horizon has reached a deal to bring newly built U.S.-flag ships into its fleet. Aboard the M/V HORIZON ANCHORAGE are (left to right) Seattle Branch Agent Jon Anderson visiting with Chief Engineer Dan Caswell and Dale Johnson, Port Engineer for Horizon Lines.



Horizon Pres. & CEO Chuck Raymond (l), seen here with MEBA Pres. Ron Davis, has secured a new generation of U.S.-flag ships for his company.

New Ships! New Contracts!

New Ships! Horizon Inks Pact for Five U.S.-Flag Newbuilds

MEBA contracted company Horizon Lines has finalized a grand plan to inject new life into its U.S.-flag fleet by adding five newbuilds under a 12-year charter arrangement with Ship Finance International.

MEBA President Ron Davis hailed the new agreement as a victory for both U.S.-flag shipping as a whole and for MEBA members who will propel the Horizon fleet well into the future. "Horizon has signaled their commitment to be a player in this industry for years to come. I commend (Horizon Lines President and CEO) Chuck Raymond, (Sr. V.P. & Chief Transportation Officer) John Keenan and the Horizon management team for embarking on this exciting new phase of the company's development. With outstanding American officers and crew staffing the Horizon newbuilds, the established labor-management partnership will continue to solidify the gradual rebuilding of the U.S. flag fleet."

The five sister ships are being built at the Hyundai Mipo shipyard in Korea and are scheduled to be delivered over the course of a five-month period beginning in early 2007. The vessels have a capacity of 2,824 TEUs and are capable of a service speed of 23 knots. The new ships will be deployed in the company's weekly service linking the U.S. West Coast with Guam and Asia, and will upgrade the current "TP1" service that is currently being served by five Jones Act vessels. MEBA officers will serve aboard the vessels.

Horizon's Chuck Raymond noted, "The addition of these five new vessels commences our long-term vessel replacement strategy in a very cost effective and capital efficient manner. This transaction will benefit our customers, partners and shareholders, while reducing the age of our operated fleet to one of the lowest in the markets we serve." The term of each bareboat charter will be 12 years with a 3-year renewal option on the part of Horizon Lines. Horizon Lines will have the option to buy the vessels after 5, 8, 12 and 15 years. As of July 2007, Horizon Lines plans to operate 17 active ships and to have four vessels in reserve status.



The M/V GREEN LAKE is one of the eight MSP vessels covered under four MEBA contracts inked with Central Gulf and Waterman.



Gulf Coast V.P. John McCurdy headed up MEBA's negotiating team on the Central Gulf/Waterman contracts. Going over their proposals (l-r) are MEBA Contracts Rep. Mark Gallagher, N.O. Patrolman M.I. "Moose" Mallini, Mike McCarthy and Brother McCurdy.

MEBA Seals Deal on Central Gulf, Waterman MSP Ships

A negotiating team led by MEBA Gulf Coast V.P. John McCurdy has secured a total of four contracts with both Waterman and Central Gulf covering eight vessels enrolled in the Maritime Security Program. Contracts covering five pure car/truck carriers (PCTCs), two containerships and a LASH vessel extend out to September 2015 coinciding with the life of the current MSP.

The four PCTCs in the Central Gulf fleet and the PCTC in the Waterman fleet are addressed in a pair of agreements sharing identical provisions. Among other things, members working under those contracts will enjoy wage, pension and medical improvements as well as a boost in Joint Employment Committee, American Maritime Congress and training contributions. The Central Gulf ships include the motor vessels GREEN COVE, GREEN LAKE, GREEN POINT and GREEN RIDGE. The Waterman PCTC is the GREEN DALE. These contracts are retroactive to Oct. 1, 2005.

MEBA also closed a deal with Waterman Steamship covering the LASH vessel ATLANTIC FOREST. Among other things, the new contract applies increased MPB contributions, provides a series of wage hikes, and increases medical, JEC, AMC and training plan contributions.

Finally, V.P. McCurdy came to terms on a contract with Waterman covering the containerships BUENOS AIRES and SANTA CRUZ. Like the other contracts, this agreement is retroactive to October 1, 2005. Our members working on the ships will enjoy wage, medical and pension improvements among other things.

All four contracts have economic re-openers tied into MSP changes in 2008 and 2011. Job preservation language was negotiated for each contract and severance provisions from previous agreements were standardized.

As mentioned, Brother McCurdy headed up negotiations for all four agreements. He was assisted by New Orleans Patrolman Moose Mallini with contributions from HQ Contracts Rep. Mark Gallagher and input from the members working under the contracts. All four agreements were put to successful ratification votes soon after at the April membership meetings. ■