

DISTRICT, AFFILIATES WAVE THE MEBA BANNER AT TRI-ANNUAL NATIONAL MEBA CONVENTION

Affiliates, delegates, members and invited guests all gathered under the confines of the National MEBA in March for the 108th NMEBA Convention, carried out at the Calhoun School in Easton, MD. For those uninitiated with the National MEBA, it is an administrative umbrella organization of MEBA districts designed to hold the AFL-CIO charter. However since 1998 when District No. 3 – the Radió-Electronic Officers' Union (ROU) withdrew from the National MEBA and subsequently dissolved following bankruptcy – the National has been comprised of only one district. Not surprisingly, MEBA, District No. 1-Pacific Coast District played a dominant role during the tri-annual National MEBA Convention.

Elected delegates chosen during the District 1 election presided over the two-day affair that began on March 21. One of the first orders of business was to elect National MEBA officers for the next three years. The five-person National Executive Committee will again mirror D-1's District Executive Committee, the governing body of the Union. Elected delegates voted for Ron Davis to continue serving as National President with Cecil McIntyre repeating as National Secretary-Treasurer. Bud Jacque will again be the National Vice President with Brothers Don Keefe and John McCurdy rounding out the NEC as members.

The School was able to showcase its recently unwrapped Newberry Auditorium while playing convention host. It proved to be a cozy confluence and an appropriate place for business as delegates got down to the work at hand. The convention was further enhanced by a series of guest speakers made up of labor friends and affiliates. The President of the MEBA affiliated National Federation of Public and Private Employees (NFOPAPE) Dan Reynolds delivered a fascinating address on union democracy and cataloged the tumultuous labor strife in Poland in 1980 with Lech Walesa and the Gdansk shipyard strike. President Reynolds was in Poland at the time witnessing the events firsthand and had an amazing story to tell.

He also made note that there was a time that the Federation once felt perceived as a second-class outfit, but that under the Davis Administration, NFOPAPE has been welcomed and treated as "a mutually supportive organization." Reynolds pointed out, "We want to help you – and we know you've been there to help us, and I thank you for that."

The top two representatives from our Panamanian affiliate, Asociacion Benefica de Ingenieros Marinos (ABIM), Secretario General Luis Yau Chaw and Seguridad General Rolando Arrue informed the gathering that the Davis Administration has ushered in an excellent working relationship with ABIM. Secretario Chaw noted that Pres. Davis is the first MEBA leader to visit Panama since the opening of the Canal in 1914. Seguridad General Arrue offered up the Union hall in Panama to MEBA members who want to visit.

Capt. Tim Brown, President of the Masters, Mates & Pilots, expounded upon recent efforts, under the National Security Personnel System (NSPS), to strip away collective bargaining rights from government employees and noted that the unions will continue to battle in this "critical fight." He also spoke about current proposals to mend social security but mentioned that fixing health care looms as an even larger challenge. Lastly, he urged that both MM&P and the MEBA continue to fortify their relationship with each other to better allow both unions to prosper.

The Secretary-Treasurer of MEBA affiliate American Radio Association Carl Young gave brief remarks. He pledged to keep our affiliation strong and vowed to work together closely to further our mutual interests.

Glottia Tosi, who heads up the American Maritime Congress, touched on many topics including her organization's restructuring which has allowed AMC to strengthen its voice in Washington. She discussed government contracting efforts, as well, and talked about efforts to pursue opportunities in Liquefied Natural Gas carriage.

Pres. Tosi summarized a few of the areas where AMC's hard work has already paid off such as in the push for a tonnage tax system as well as the repeal of the insidious ad valorem tax that was harming MEBA-contracted companies. She pointed out that AMC is making efforts to help pry open the Arctic National Wildlife Refuge to exploration noting that numerous mariner employment opportunities likely would result.

She updated convention-goers about existing challenges to the P.L. 480 Food for Peace program that has served MEBA contracted companies well since its inception over 50 years ago. The Administration's Fiscal Year 2006 budget proposed that \$300 million of the food aid allocation be shifted into cash to be used



Delegates, guests and attendees lined up for a group photo to commemorate the 108th National MEBA Convention.

to buy foreign commodities. Under this proposal, that portion of program funding would put U.S. shipping on the sidelines in favor of foreign-flagged vessels. Tosi called for MEBA members to spread the word about the importance of P.L. 480 to the U.S. flag international fleet and to urge their Members of Congress to reject the budget proposal. Since that time, AMC appears to have made amazing progress in restoring the funding level for this important program.

A scheduling conflict prevented Seafarers International Union President Mike Sacco from speaking at the convention but his remarks were entered into the record. President Sacco later made comments at the two-day Union officials meeting that began a day after the convention concluded. He spoke about the need to smooth out new Government-proposed NSPS regulations that could have the effect of compromising collective bargaining. He also discussed the successes MEBA and SIU have enjoyed as Norwegian Cruise Lines has made a splash into the U.S. market and vowed, along with President Davis, to do everything in our power to help NCL continue to expand and prosper in U.S. flag shipping.

He talked about the lengthy battle to bring about a new Maritime Security Program and noted that the maritime unions must continue to hold strong because there are always challenges on the horizon. He said that even after a new MSP had been passed by Congress, uninformed decisionmakers at OMB removed 13 ships from the program – a revision that almost made it into the President's budget. A unified response from maritime unions and industry was able to dissolve the OMB alterations.

Congressman Neil Abercrombie (D-HI) wasn't able to attend but was kind enough to send a videotaped greeting to the convention. He noted that MEBA can succeed along with Congress if we subscribe to the concept 'An injury to one is an injury to all' – and 'All for one and one for all.' "If we can remember that and have that as an operating principle in all that we do politically and organizationally," he pointed out, "then we're going to be able to succeed on behalf of working people across this nation." His remarks prompted President Davis to discuss the significance of MEBA's Political Action Fund and its dire importance in helping

our Union succeed in Washington in bringing about beneficial maritime programs and policies.

John Flynn, who is the Counselor to Secretary of Labor Elaine Chao, spoke about some of the President's initiatives that would likely result in a number of job opportunities for U.S.-flag shipping. ANWR is one such Bush-led initiative that would produce jobs for MEBA members. Flynn ascertained that MEBA has built an extremely valuable partnership with the Bush Administration that has proved mutually beneficial. He praised the response of MEBA members in our nation's military efforts overseas and called our Union's contributions to the nation "immeasurable." "It is because of your service that America sustains its strongest military force the world has ever known," he told convention-goers. "And President George W. Bush, Secretary Chao and the entire administration wants to thank you for your strong sense of duty, patriotism and commitment."

The American Federation of Teachers' (AFT) Secretary-Treasurer Nat LaCour described his recent trip to China and talked about the dire labor conditions there. His remarks also touched upon health care and social security as well as the economic issues that have yet to be resolved in this country. During his captivating remarks, LaCour also noted that members of labor unions have a responsibility to unify on issues of importance and battle for beneficial change through true solidarity.

During the course of the convention, delegates broke up into a series of committees that considered National MEBA business. The committees produced reports that were read into the record and approved by majority vote. Of note, delegates approved changes to the MEBA Constitution of a housekeeping nature. Among other things, those changes eliminate references to the now-defunct ROU in the Constitution and update references to outmoded forms of delivery (telegram) with more accepted forms (fax, overnight delivery) when dealing with the transmittal of certain NMEBA documents.

A string of resolutions were unanimously approved by delegates regarding the sense of the National MEBA on many important issues. The texts of those resolutions (twelve in all) are reproduced on the following pages for your convenience. ■



Three of MEBA's operators down south. At left is Organizing Director Robert Martin who is based in Baton Rouge, LA, New Orleans Patrolman Moose Mallini and MEBA International Transport Workers' Federation (ITF) Inspector Tony Sasso who works out of Cape Canaveral, FL.



Left to right, NEC member Dan Keefe with NFOPAPE President Dan Reynolds who spoke before the convention. Delegate Jim LaRiviere is having a good laugh at right.



Carl Young, Secretary-Treasurer of MEBA affiliate American Radio Association, being presented a commemorative plate by MEBA President Ron Davis for his part in the Convention.

NMEBA RESOLUTIONS

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

MEETING THE NATION'S ENERGY NEEDS WITH LIQUEFIED NATURAL GAS ON US-FLAG SHIPS

At no time since the oil embargo and energy crisis of the 1970s has the issue of energy production been such an important one in America's national debate. With gas prices averaging over two dollars a gallon, and oil prices reaching near sixty-dollars a barrel, it is imperative that the United States develop and implement a complete and comprehensive energy policy that works to reduce our dependency on foreign sources of energy, and ensures access to energy resources that can be used here in America.

Since the 1980s, demand for natural gas in America has increased exponentially, and that demand is quickly outstripping the amount that our current domestic production and importation is able to supply. If this demand continues to increase without additional sources of domestic production being brought online, America will only be putting itself in even greater jeopardy of being held an economic hostage by those who control energy interests across the globe.

Foreign sources of LNG are imported primarily from countries that are not politically aligned with the United States. There are no US-Flag LNG tankers at sea today. As a result, all imported LNG is shipped on flag-of-convenience vessels. These vessels are not carefully regulated and are crewed by foreign mariners whose identities often are unknown. Many of these shipboard personnel are citizens from countries that are hostile to the United States. It is, therefore, equally imperative that the American sources of LNG be developed in order to avoid becoming hostage to the political agendas of unfriendly LNG-supplying countries and to better guard against intentional acts of terror by criminals who may effectively hijack a LNG vessel for their own warped purposes. In short, America must develop domestic sources of LNG for American markets using American flag vessels crewed by American officers and crew.

To do so, we must develop a natural gas pipeline from the North Slope in Alaska for delivering LNG to the continental United States. There are a number of proposals on the table to do this, including a pipeline route through Canada. However, it is the position of the NMEBA that the most viable, most cost effective, and most beneficial in terms of national energy and defense policy would be the construction of the 'All-Alaska Route'. The All-Alaska route includes a pipeline from the North Slope to a port at Valdez or another viable deepwater port in the Alaskan Tidewater. This route keeps the entire pipeline under American control, and ensures that all of the jobs created in the development, construction and operation of the pipeline remain American jobs. Further, the transportation by LNG tankers from Alaska to the West Coast would by law be done by US-Flag ships, crewed with US-citizen mariners.

Even with this new stream of LNG entering the US energy infrastructure, we will still have to depend in no small measure upon foreign sources of energy. America will therefore continue to need to import LNG from foreign sources. Currently there are only a very limited number of operating LNG import terminals in the United States, although there are dozens of proposals for new LNG import facilities on all coasts, and a number of proposals to expand the existing import terminals themselves. The NMEBA supports the development and construction of new terminals on all American coasts.

However, it is important to note that in a post-September 11th world, the issues surrounding the safe importation of LNG must include a security component in addition to the obvious safety considerations. LNG is a security sensitive cargo, and must be treated as such. It is important that the Coast Guard and Department of Homeland Security adopt any and all means necessary to ensure that all LNG tankers are safe against external threats. The most important consideration is the nationality of the officers and crew who staff these LNG vessels. It is the opinion of the (CONTINUED NEXT PAGE)

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NMEBA that in addition to increased regulation by Homeland Security agencies, the best way to ensure that LNG tankers are safe from both external and internal threats is to require that all LNG tankers entering the United States be manned by US-citizen merchant mariners.

American merchant mariners are subject to the strictest licensing regime in the industry, and all American mariners are required to undergo thorough background checks. American mariners are also required to undergo drug testing and fingerprinting as part of the procedure to gain their mariner documents, and must provide proof of citizenship. This extensive and ongoing scrutiny of mariners ensures a high level of safety and competence throughout the American Merchant Marine. Non-US citizen officers and crewmembers are not held to such rigorous standards.

Even in today's world of tighter inspections and increased scrutiny of credentials, it's still possible for falsified international mariner documents to make their way into the hands of terrorists and criminals. As a result, it's nearly impossible to guarantee that those non-Americans who crew LNG vessels are who they say they are. However, we can be assured through the USCG that American mariners are who they claim to be, and that they are law-abiding US citizens. Having MEBA members on board these ships gives the Coast Guard and our homeland security agencies a first line of defense against terrorism.

The conclusions expressed here are not new. To the contrary, they have been debated for many years and accepted as the most reasonable means by which to ensure the safe, secure importation of foreign sources of energy. And they were reinforced just recently, in a US government-sponsored publication by the Sandia National Laboratory, commonly referred to as the Sandia Report. In that report, the analysts noted that although LNG vessels themselves are well constructed and physically capable of carrying such volatile cargo, the greatest threat to American interests with respect to LNG is an intentional act of terrorism committed by a crewmember working aboard a foreign flag LNG vessel that calls on a US facility. To avoid such threats, Americans must take steps to ensure that LNG imported to the US is done so on American flag vessels crewed by American officers and crew.

LNG represents a means to decrease our dependence on foreign sources of energy, and with the development of new import terminals, the All-Alaska route to bring LNG from Alaska to transshipment points, and the requirement of American mariners on board all LNG carriers entering the United States, we can ensure that the importation of this security sensitive cargo is done safely and securely, and with the greatest benefit to the American economy and the American people.

PASSED UNANIMOUSLY – MARCH 22, 2005



Congressman Neil Abercrombie's videotaped remarks were broadcast to those at the convention on the big screen in the Newberry Auditorium.

Below: District No. 1 Assistant Counsel David J. Tubman addresses Delegates before the election of National Officers. Left to right are Tubman, NMEBA Pres. Ron Davis, NMEBA Secretary-Treasurer Cecil McIntyre, National Executive Committee member Don Keefe, National V.P. Bud Jacque and NEC member John McCurdy. At far right is D-1 Govt. Affairs Director Brian Schoeneman who served as Parliamentarian during the convention.





SIU President Mike Sacco wasn't able to deliver his remarks personally at the Convention but did address D-1 Union officials a day later. Left to right is D-1 Pres. Ron Davis, SIU Pres. Mike Sacco (with a commemorative plate), Atlantic Coast V.P. Don Keefe, Gulf Coast V.P. John McCurdy and Executive V.P. Bud Jacque.



The three Vice Presidents of MEBA District No. 1 who also serve on the National Executive Committee. Left to right are NEC member Don Keefe (Atlantic Coast V.P.), National V.P. Bud Jacque (Executive V.P.) and NEC member John McCurdy (Gulf Coast V.P.).

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

THE OPENING OF THE ARCTIC NATIONAL WILDLIFE REFUGE (ANWR) TO OIL EXPLORATION

The United States Congress has long been debating the opening of the Arctic National Wildlife Refuge to oil exploration. Since its establishment in 1960 and its expansion in 1980, ANWR has been a point of contention for environmentalists and energy production supporters.

The 109th Congress has the opportunity before it to enact a meaningful, comprehensive energy plan for America that focuses on reducing our reliance upon foreign sources of energy. It is imperative that America reduce its need for foreign energy, particularly given the instability and attitude of many oil-producing states to the United States that export petroleum products.

The NMEBA strongly encourages that as part of any comprehensive energy policy, the US Congress open ANWR to oil exploration. Portions of ANWR were originally designated as possible future oil exploration sites in the authorizing language of the 1980 expansion of ANWR, but their development has been continuously blocked by opponents since the Reagan Administration first proposed opening ANWR to development in 1987.

In the period since 1987, technology has advanced to the point where this exploration can be done cheaply and safely, with a minimum of impact upon the ecology and wildlife of the surrounding area. ANWR represents a significant amount of domestic oil production – and that oil production would require an increased tanker fleet which would result in significant job opportunities for MEBA members and the entire maritime industry.

PASSED UNANIMOUSLY – MARCH 22, 2005

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

THE NATIONAL SECURITY PERSONNEL SYSTEM

As part of the Defense Authorization Act of 2003, the Defense Department was authorized to develop a new personnel system, in an attempt to modernize their civil service system. This new system, the National Security Personnel System, has been developed and proposed regulations have been published in the federal register. MEBA commented individually, and jointly with the other seagoing unions.

Despite their best efforts, the system as developed by the Defense Department has the potential to disrupt the excellent working relationship established between the maritime unions and the Military Sealift Command and the Army Corps of Engineers.

It is critical that the Department of Defense recognize that the civilian mariners (CIVMARS) represented by the maritime unions are a distinct and unique sector of the Department of Defense, and should not be included in a "one-size-fits-all" style NSPS system, that is written and intended for the civilian white and blue collar employees of the DoD.

The NMEBA calls on the Department of Defense to exempt all of the CIVMARS represented by the maritime unions from NSPS and maintain the pre-NSPS status quo with respect to the labor relations system governing all such CIVMARS and their maritime unions.

PASSED UNANIMOUSLY – MARCH 22, 2005

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

SHORT SEA SHIPPING

The best estimates of the shipping industry indicate that the number of containers entering US ports will increase by over fifty percent in the next decade. The vast majority of those containers will be transported from our seaports inland to consumers, manufacturers and retailers across America. The result will be increased congestion on our already overtaxed highway infrastructure, increased pollution, and increased fuel costs for everyone.

The NMEBA, working with our fellow maritime unions, strongly supports the Department of Transportation and the Maritime Administration's efforts to move forward with its short sea shipping proposals. Short sea shipping envisions relieving some of our nation's commercial congestion with the use of American coastwise vessels. By using ships along the coasts, the maritime sector can increase our nation's capacity to carry the goods that drive our nation's economy. This common sense solution makes sense economically and environmentally, and represents a significant number of new jobs for MEBA members.

Short sea shipping has been proven abroad, especially in Europe, where its growth has outstripped the pace of land transport across the continent. There is no reason to believe that if short sea shipping is the answer for Europe's traffic crisis, it couldn't be the solution to ours as well.

The NMEBA is committed to working with all interested parties to create a viable intermodal, short sea shipping network in the United States.

PASSED UNANIMOUSLY – MARCH 22, 2005

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

PROTECTING OUR NATION'S SEAPORTS

More than three years have passed since the terrible events of September 11th, yet little has been done to secure our nation's seaports from terrorist attack. Sufficient resources have not been allocated, common-sense requirements have not been imposed, and too often employees and their unions have not been enlisted as true partners in the process. While we understand that our seaports can never be made completely immune to an attack, more can – and must – be done to secure our seaports and communities.

Like our nation's rail system, maritime commerce utilizes a vast infrastructure to transport huge volumes of cargo of all kinds – from containers full of toys for children, to tankers full of Liquefied Natural Gas. Our nation has more than 300 sea and river ports with more than 3,700 cargo and passenger terminals. The top 50 ports in the U.S. account for about 90 percent of all cargo tonnage and the top 25 ports account for 98 percent of all container shipments.

The Coast Guard estimates the cost of implementing the Maritime Transportation Security Act (MTSA) regulations and new international security standards to be approximately \$7.3 billion over the next ten years. Through Fiscal Year 2005 ports have been provided only \$650 million for physical and operational security upgrades. Advanced technology, additional personnel, better surveillance and access control procedures, and full compliance with MTSA regulations are putting a strain on local budgets. The NMEBA strongly supports full funding of the MTSA program.

The NMEBA is committed to working with the Bush Administration and the Congress to expand its focus on port security, to include increased investment in port security by the Federal Government, the development of standardized access control procedures including thorough background checks that balance the protection of the privacy rights of the individual with the need to ensure that only trustworthy, law-abiding citizens have access to our ports and seaports. The NMEBA will work with the Administration, Congress and our fellow maritime unions in a meaningful and productive effort to make our nation's seaports secure.

PASSED UNANIMOUSLY – MARCH 22, 2005

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

THE POLITICAL ACTION FUND

The ability of the MEBA to continue to serve the interests of the United States is directly tied to our ability to participate in the political process in Washington. Maritime policies and programs such as the Jones Act, the Maritime Security Program, and Cargo Preference provide the US Merchant Marine and the MEBA with a foundation upon which to build. These programs all originate and are funded by our elected officials in Congress and the Administration.

In order for the MEBA to maintain its position as a leader in the maritime industry, the members of our Union must unite behind our friends in Congress, advocate on behalf of legislation that would assist the MEBA and the Merchant Marine in fulfilling our mission, and oppose any attempts to weaken or remove the laws and programs that keep us afloat. Effective government depends on the greatest participation possible by its citizenry, whether that participation be in Washington or at home. Effective lobbying in Washington is equally reliant upon 100% participation by our Union brothers and sisters – and there is no more effective means for our members to participate than by contributing to the MEBA Political Action Fund.

The MEBA actively educates our lawmakers on the importance of developing good public policy towards those of us employed in the maritime field. For the first time ever, during the 2004 election cycle, the MEBA PAF paid out more in contributions to politicians than it took in. This was not a consequence of increased contributions to candidates, but rather a decrease in the percentage of members participating in the PAF. It is incumbent upon every member to participate willingly. If we, as the membership of the MEBA, don't participate, then we risk suffering the consequences of our shortsightedness.

We urge all the individual members and retirees of the MEBA to join in this effort to preserve our Union, our industry and our way of life. While we have many good friends in Congress in both parties, we must work to strengthen those relationships while making new ones. We must constantly seek to build our base of educated, sympathetic and supportive lawmakers. 100% participation by the members of the MEBA will ensure that our lawmakers are armed with the knowledge and understanding of the critical role the MEBA and the maritime industry plays in our national life.

Even as little as one dollar per day from every member and retiree would put us in a position to make our voices heard on Capitol Hill as loudly and as forcefully as organizations and Unions ten times our size. That small of an investment in our future would ensure that even in the dangerous and uncertain times we live in, our nation would always have an adequate number of vessels and a large pool of qualified, trained and loyal American marines available to provide immediate, reliable and sustained sealift and support for our armed forces deployed around the globe.

Our PAF ensures that MEBA members will continue to crew those ships in peace and in war, and it deserves the combined and complete support of the entire MEBA family.

PASSED UNANIMOUSLY – MARCH 22, 2005



The twenty elected Delegates to the 108th National MEBA Convention assemble beneath the mural in the Newberry Auditorium where the two-day gathering was held.

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

HR 23 – THE BELATED THANK YOU TO THE MERCHANT MARINERS OF WORLD WAR II ACT OF 2005

The Merchant Marine of World War II is often referred to as “the forgotten service.” Despite the fact that the Merchant Marine suffered one of the highest casualty rates of any of the branches of the armed services during World War II, they did not receive the same level of benefits as their fellow servicemen after the war.

While those who served in the Army, Navy, Marine Corps, Army Air Corps and Coast Guard were given full GI Bill benefits and veteran status under Social Security, those veterans of the Merchant Marine were not given any veteran status at all for more than four decades. It was not until the MEBA and the American Maritime Congress took the lead to press Congress for these rights that the merchant mariners were given veterans benefits under the Seaman Acts of 1988, but they were still not considered veterans for Social Security purposes.

Congressman Bob Filner (D-CA) has introduced a bill to this session of Congress that would ameliorate this injustice. HR 23, The Belated Thank You to the Merchant Mariners of World War II Act of 2005, would provide a monthly benefit of \$1000 for all World War II Merchant Marine veterans and surviving spouses, and would classify them as veterans under Social Security.

The NMEBA believes that there are a significant number of our retirees that could benefit from this legislation, and we strongly urge Congress to pass this legislation and recognize the tremendous achievements of our World War II Merchant Marine veterans.

PASSED UNANIMOUSLY – MARCH 22, 2005

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

SUPPORTING THE TROOPS

In the last year, America's military forces have been stretched to limits few could have foreseen. From combat involvements in Iraq and Afghanistan, to serving as peacekeepers in the Balkans and elsewhere, to assisting Florida residents in recovering from a series of deadly hurricanes, the men and women of the armed forces, guard and reserves have answered the call to duty.

Then came the devastating earthquake and tsunami of December 26 in South Asia. Troops involved in war efforts suddenly became a vital link to humanity and salvation for hundreds of thousands of victims. Soldiers passed out food, helicopter pilots flew in supplies and equipment, and sailors transformed the sea into drinkable, life-saving water.

Among these brave and dedicated men and women are a great many of our own Brothers and Sisters. MEBA and other union's members have stepped out of overalls, utility belts, bakers' aprons and hospital garb to don the uniform of their country. Their deeds will not be forgotten.

Making sure these troops stationed overseas are well supplied are the men and women of the U.S. Merchant Marine. Throughout Operation Iraqi Freedom, crewmembers aboard U.S.-flag vessels have maintained a steel bridge between the United States and the ports outfitting the troops. Their support of soldiers, sailors, airmen and marines has been and continues to be unwavering.

U.S. merchant mariners also answered the cry of help from Indonesia, Thailand, Sri Lanka, and the other countries affected by the tsunami. U.S. civilian-crewed military vessels headed to Iraq were turned around and sailed full steam to the ravaged areas. They were among the first to provide relief.

The NMEBA, along with the Maritime Trades Department, AFL-CIO, its affiliates and port maritime councils once again salute the valiant work being performed by the members of the U.S. armed forces and Merchant Marine. In war and in peace, they truly answer the call.

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AMC's President Gloria Tosi unveiled this beautiful Merchant Marine tapestry that will find a home in a place of prominence at the School. Pres. Davis expresses appreciation to Gloria at left as NEC officials applaud.



One of the Delegate breakout groups takes a pause from their work. Left to right is Karol Kingery, National V.P. Bud Jacque, National Secr.Treas. Cecil McIntyre, Bill Campbell, Jon Anderson and Lou Coulson who is flashing some thigh. Brother Coulson's service at the Convention was his last official act for the Union before his retirement became effective later that week.

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

AVIATION

The NMEBA wishes to express its support and solidarity with its brothers and sisters in the aviation industry. Even before 9/11, the aviation industry has been under enormous financial pressures. These pressures have resulted in large numbers of lay-offs, wage cuts, and generated significant uncertainty in regards to pension and retirement benefits for the tens of thousands of workers employed in the industry.

Our own industry has weathered economic downturns that can easily be seen as similar to those of the aviation industry. And we have seen the same kind of industry consolidation that is currently occurring there. Just like maritime, the events of 9/11 have resulted in significant attention and changes that have reverberated throughout all aspects of their industry.

The NMEBA pledges its steadfast support of its brothers and sisters in the aviation industry, particularly our own affiliate, the Professional Airways System Specialists (PASS). We will stand by them and their fellow aviation unions in these trying times.

PASSED UNANIMOUSLY – MARCH 22, 2005

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

RECOGNIZING THE MARINE ENGINEERS' BENEFICIAL ASSOCIATION AND THE INTERNATIONAL ORGANIZATION OF MASTERS, MATES AND PILOTS ON THE OCCASION OF THEIR 130th and 125th ANNIVERSARIES

For both the NMEBA and the IOMMP, 2005 is an important year. NMEBA celebrates its 130th anniversary this year, and our brothers and sisters in the MM&P celebrate their 125th anniversary as well. It is a testament to the loyalty, skill and hard work of the members of both organizations that each has reached such momentous milestones.

The world is much different today than it was when both our great unions were founded, but the ideals of patriotism, an honest day's work, unity and friendship have weathered the years – leading us as much today as they did our forefathers.

Congratulations to both the MEBA and the MM&P for these momentous achievements, and may both organizations thrive and prosper for many years to come.

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The convention afforded the opportunity for all segments of the MEBA world to come together. Left to right is ABIM (MEBA)-Panama Secretario General Luis Yau Chaw, Jacksonville Rep. Tom Suneson, ABIM Seguridad General Rolando Arrue, San Francisco Patrolman Edward MacCormack and MEBA member Patrick Bevers.

MEBA's Organizing Director Robert Martin (center) flanked by a pair of convention speakers on Day Two. At left is John Flynn, who is the Counselor to the Secretary of Labor Elaine Chao. At right is American Federation of Teachers' Secretary-Treasurer Nat LaCour.



Left: MM&P President Capt. Tim Brown (with MEBA Pres. Ron Davis) being presented an engraved pewter plate commemorating his appearance and remarks at the convention. Both unions are celebrating landmark anniversaries this year.



MEBA District No. 1 Gulf Coast officials during a break at the convention. Left to right are Tampa Rep. Kevin Behen, New Orleans Patrolman Michael "Moose" Mallini, Gulf Coast V.P. John McCurdy, Houston Patrolman Donn Reamer and Houston Branch Agent Lou Marciello.

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

THANKING THE MARITIME TRADES DEPARTMENT (AFL-CIO)

The National Marine Engineers' Beneficial Association wishes to thank the Maritime Trades Department and its affiliates for their continued leadership in promoting the American Merchant Marine and the maritime industry.

Comprised of 29 affiliated unions, the MTD brings a serious and knowledgeable voice on every issue affecting maritime labor and the maritime industry in general.

Regardless of where one lives, every American is touched by the maritime industry everyday. With over 95% of the goods and materials entering America every day being borne by ocean-going vessels, it is critical that there be an organization determined to ensure the safety, security and continued prosperity of this important aspect of our national economy. Under the leadership of President Michael Sacco, the Maritime Trades Department fills that role with skill and integrity.

NMEBA is proud to work in tandem with so many dedicated, active and engaged unions, and is committed to continuing the strong relationship we have with the Maritime Trades Department.

PASSED UNANIMOUSLY – MARCH 22, 2005

BE IT RESOLVED... THAT THE NATIONAL MARINE ENGINEERS' BENEFICIAL ASSOCIATION ADOPT THE FOLLOWING POLICY POSITION ON:

THANKING THE TRANSPORTATION TRADES DEPARTMENT (AFL-CIO)

The National Marine Engineers' Beneficial Association wishes to thank the Transportation Trades Department and its affiliates for their continued leadership in promoting all aspects of the transportation industry in America. The NMEBA is proud to be a founding affiliate of the TTD.

Comprised of 35 affiliated unions, the TTD brings a wealth of information and knowledge to the table in Washington, and is a much-relied on resource for the Congress and Administration.

Under the able leadership of President Ed Wytkind and Secretary-Treasurer Mike Ingrao, TTD constantly pushes a progressive agenda to ensure that America's transportation infrastructure is strong and capable of meeting our nation's needs.

NMEBA is proud to work in tandem with so many dedicated, active and engaged unions, and is committed to continuing the strong relationship we have with the Transportation Trades Department.

PASSED UNANIMOUSLY – MARCH 22, 2005

Recent Retirees

Craig K. Abbiss
John A. Ballenger
Douglas E. Bull Jr.
William W. Cable
Joseph P. Carter
Hector Castro Chamorro
Louis F. Coulson
Michael C. Derke
Donald L. Derus
Goran Fatovic
Howard W. Foster
Charles E. Hinton

Frank M. Hribar
Forris L.H. Hudkins
James R. Johnston
Leslie K. Kempf
Richard L. Kohn
George R. Lambert
Kenneth T. Lomers
Gerald G. Makarewicz
Riccardo A. Mercogliano
George A. Messer
Timothy J. Neeson
Joseph B. Nelson Jr.

Barry W. Newsom
Robert L. Phelps
Nicholas W. Prisco
Robert W. Powell Jr.
Leland Respress
Cy L. Roberts
Nathan H. Rosenthal
Valerie D. Sanders
John E. Schneider
Kenneth W. Sheets Jr.
Gary Sherman
William Shockley

Brian G. Spence
Walter R. Spiridonoff
Timothy D. Sullivan IV
Gerald Sweeney
Edward M. Terkanian
Floyd O. Titus II
Karol P. Tomaszewski
Francis L. Walsh
Eric E. Wight
Richard J. Zaleski