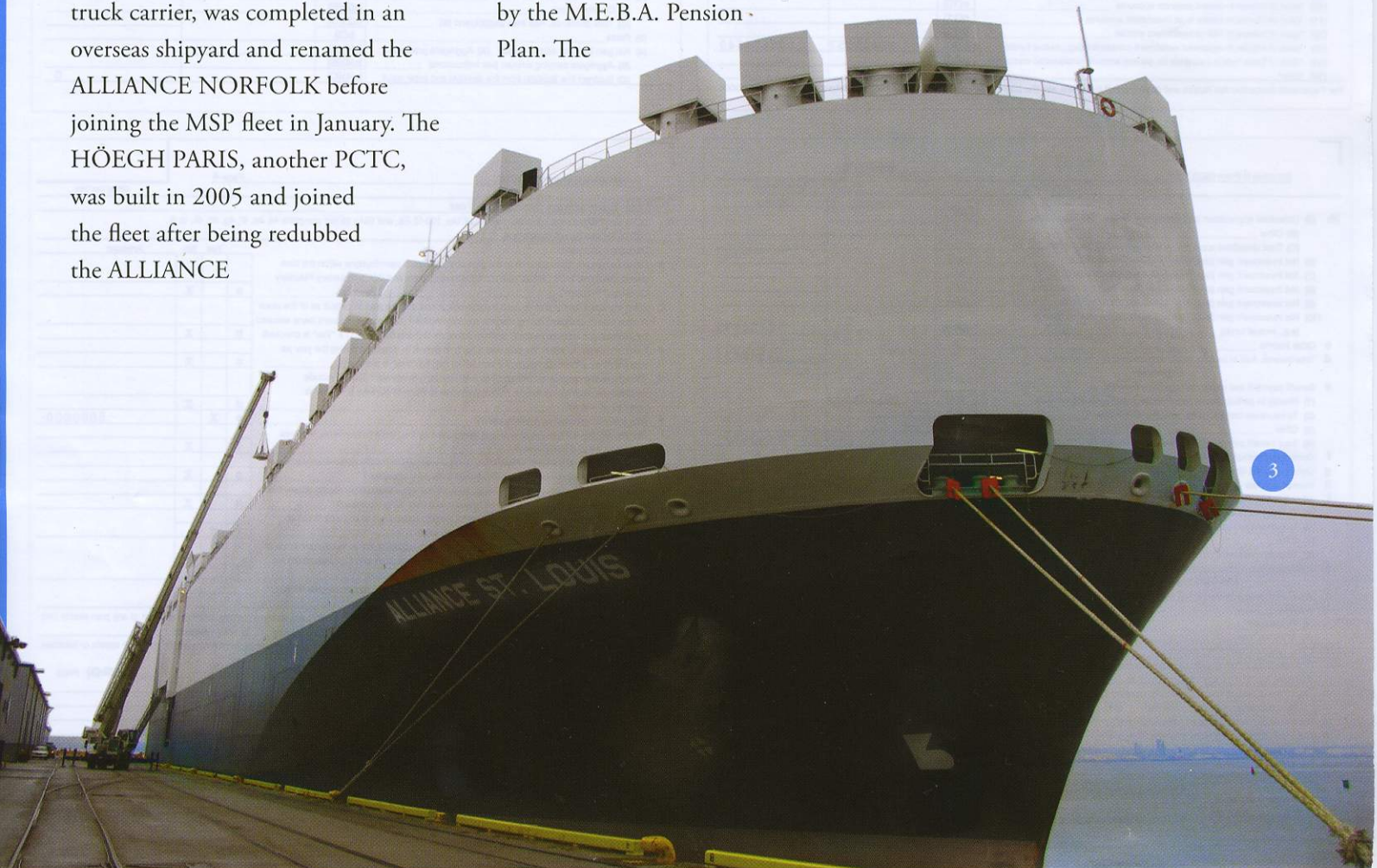
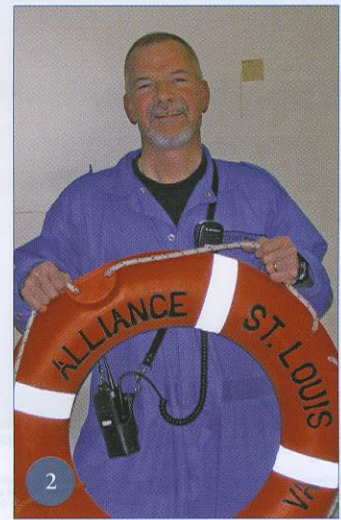


## Maersk's MSP Fleet Gets Younger; Bay Ships Get New Life

Maersk Line Limited (MLL) has removed two of its older Maritime Security Program vessels from the MSP bringing in a pair of newbuilds to take their place. The two new ships being brought in are courtesy of a recent tonnage cooperation agreement between A.P. Moller-Maersk and Höegh Autoliners. The HÖEGH MADRID, a pure car/truck carrier, was completed in an overseas shipyard and renamed the ALLIANCE NORFOLK before joining the MSP fleet in January. The HÖEGH PARIS, another PCTC, was built in 2005 and joined the fleet after being redubbed the ALLIANCE

ST. LOUIS. M.E.B.A. crews these vessels from top to bottom. M.E.B.A. members have sentimental attachment to the two vessels being plucked from the MSP to make way for the two newbuilds. Our deck and engine officers have served aboard the MAERSK NEVADA and MAERSK NEBRASKA for the last 22 years. These are the old "Bay Ships" formerly owned by the M.E.B.A. Pension Plan. The

NEVADA was previously known as the DELAWARE BAY and TYSON LYKES before that. The NEBRASKA is the ex-CHESAPEAKE BAY formerly the TILLIE LYKES. These ships were slated to be removed from the U.S. registry under the original plan. However, the "M-Ships" contract that M.E.B.A. signed in 2004 contained a "non-MSP" clause





that allows the continuation of the Bay Ships under the U.S.-flag with M.E.B.A. crews aboard. The vessels were modified to carry grain, and E-Ships, which is part of MLL and was hired to manage the vessels, has deployed both ships in

the bulk trades with M.E.B.A. mates and engineers aboard. On their first voyages in their new incarnations, both modified vessels took on stores of grain in Houston bound for Sudan. M.E.B.A. President Don Keefe and Contracts Officer Mark

Gallagher worked with M-Ships to nail down final language of the new Memorandum of Understanding covering the vessels.



Photo #1: Waterman inserted the newbuild M/V GREEN BAY in the MSP slot formerly held by the aging ATLANTIC FOREST.

Photo #2: ALLIANCE ST. LOUIS Chief Mate Fran Goodwin gave us a few seconds of his time as he prepared to get the ship moving toward Beaumont, TX to load up military cargo.

Photo #3: The ALLIANCE ST. LOUIS, a few days after her name change, sitting at a terminal in Baltimore, MD.

Photo #4: Chief Engineer Scott Ducharme soon after a U.S. flag was pulled up on the CP SHENANDOAH and the vessel was renamed the YORKTOWN EXPRESS.

Photo #5: Left to right, 3rd A/E John Ward, 3rd A/E Greg Fennessey and 2nd A/E Shawn Bowman go over engine room operations as the ALLIANCE ST. LOUIS (formerly the HÖEGH PARIS) is readied to sail for the first time with an American crew.

Photo #6: M.E.B.A. Captain Bill Black (r) with the former master of the HÖEGH PARIS who turned over command of the ship after the vessel was reflagged and renamed the ST. LOUIS ALLIANCE.

Photo #7: M.E.B.A. Second Mate Gene Morrow (center) goes over ship operations on the ALLIANCE ST. LOUIS with one of the Filipino crewmembers who was turning over the ship to the M.E.B.A. and SIU crews. Third Mate Lou Ioanilli lurks in back. The other Third Mate, Kurt Mausolf, is off camera.

Photo #8: MAERSK NEBRASKA Master, M.E.B.A. Capt. Seth Harris, sent in this photo of the ship's last container being discharged at Jebel Ali, UAE in November before the vessel was modified for the grain trades. M.E.B.A. deck and engine officers still serve aboard the ship. Capt. Harris leaves the vessel after 20 years of service to join the new ALLIANCE NORFOLK.



Photo #9: The ST. LOUIS EXPRESS, built in 2002, was put into the MSP by MTL/Hapag-Lloyd replacing the 21-year old CP DISCOVERER. The ship is seen here at Barbour's Cut in LaPorte, Texas.

## Out with the old.... In with the new...

Age restrictions for ships enrolled in the new Maritime Security Program that began on October 1, 2005 have prompted operators to bring in newer tonnage as replacement ships. Besides bringing down the age of the MSP fleet, these newer vessels should fit MSP age requirements through the life of the next program as well. The following are the M.E.B.A.-contracted MSP replacement vessels that have been brought into the Program since Oct. 1, 2005 to replace aging ships.

OLDER SHIP	REPLACED BY
E-SHIPS/M-SHIPS (MAERSK LINE, LTD.)	
MAERSK MARYLAND (ex-ENDURANCE) <i>built 1991</i>	MAERSK MONTANA <i>built 2006</i>
MAERSK VERMONT (ex-ENDEAVOR) <i>built 1991</i>	MAERSK OHIO <i>built 2006</i>
MAERSK MAINE (ex-ENTERPRISE) <i>built 1992</i>	MAERSK IOWA <i>built 2005</i>
*MAERSK NEBRASKA (ex-CHESAPEAKE BAY) <i>built 1985</i>	ALLIANCE NORFOLK <i>built 2007</i>
*MAERSK NEVADA (ex-DELAWARE BAY) <i>built 1985</i>	ALLIANCE ST. LOUIS <i>built 2005</i>
MTL/HAPAG-LLOYD	
CP NAVIGATOR (ex-ALMERIA LYKES) <i>built 1987</i>	CHARLESTON EXPRESS (ex-CP EVERGLADES) <i>built 2002</i>
CP DISCOVERER (ex-MARGARET LYKES) <i>built 1987</i>	ST. LOUIS EXPRESS (ex-CP YELLOWSTONE) <i>built 2002</i>
CP LIBERATOR (ex-STELLA LYKES) <i>built 1987</i>	WASHINGTON EXPRESS (ex-CP DENALI) <i>built 2003</i>
LIVORNO EXPRESS (ex-LYKES MOTIVATOR) <i>built 1991</i>	YORKTOWN EXPRESS (ex-CP SHENANDOAH) <i>built 2002</i>
WATERMAN	
ATLANTIC FOREST <i>built 1984</i>	M/V GREEN BAY <i>built 2007</i>
M/V BUENOS AIRES <i>built 1984</i>	**MAERSK ARKANSAS <i>built 1998</i>
M/V SANTA CRUZ (ex-VERA CRUZ) <i>built 1984</i>	**MAERSK ALABAMA (ex-ALVA MAERSK) <i>built 1998</i>
<p><i>* Though no longer part of the MSP, this ship continues to operate with M.E.B.A. Deck and Engine officers aboard.</i></p> <p><i>**This proposed arrangement has not yet been formalized. Waterman must replace the BUENOS AIRES &amp; SANTA CRUZ with newer tonnage by March 31, 2008.</i></p>	