

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)



"On Watch in Peace and War since 1875"
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MARITIME INDUSTRY ADVOCATE, AMC ICON GLORIA TOSI HAS PASSED

Gloria Cataneo Tosi, longtime leader of the American Maritime Congress and advocate for the industry, who had a plethora of important maritime legislative victories under her belt, died last week at the age of 78. The American Maritime Congress is a maritime research and educational organization, made up of M.E.B.A.-contracted companies.

Hailing from Baltimore, Maryland, Gloria Cataneo broke into the industry in 1969 under the tutelage of Helen Delich Bentley who chaired the Federal Maritime Commission (prior to her illustrious Congressional career). Transitioning from this pivotal role, Gloria ascended to the position of Governmental Affairs Director for the International Longshoremen's Association, where she made significant strides over a five-year period before joining the AMC – then known as the Joint Maritime Congress. She served as the JMC's legislative and corporate affairs director then assumed leadership in 1991 of the newly rebranded American Maritime Congress

She was a fierce and tenacious advocate of U.S.-flag shipping and the U.S. Merchant Marine and is credited as a prime force in the successful fight for recognition of WWII mariners. Upon her retirement from the AMC in 2006, then-M.E.B.A. President Ron Davis praised her as someone who not only achieved important gains for mariners of the past but succeeded in securing important initiatives for mariners of the day. He said, "She has been a guardian of strong cargo preference laws with her acute knowledge and a vigilance that has helped beat back challenges to important maritime programs by foreign interests...Gloria is someone who knows how to get things done on Capitol Hill."

At the time, Senator Trent Lott (R-Miss.) paid tribute to Gloria on the floor of the Senate saying, "There has not been a significant piece of maritime legislation that has been considered by the Congress during the past dozen or so years that has not benefited from her counsel. From the Maritime Security Act of 1995 to the Ocean Shipping Reform Act of 1998, to the Maritime Security Act of 2003, and including many provisions included in other laws, she helped ensure that the U.S. maritime industry's concerns were addressed. Equally important, she ensured that the industry's concerns were understood when legislation was proposed that would have had a negative impact on the industry. Gloria is trusted as an honest voice for all of America's maritime world. She has

devoted her professional life to enhancing the American fleet, improving its business opportunities, and establishing a better regulatory regime under which to operate the fleet.”

Gloria received numerous maritime industry accolades during her career including Special Admiral of the Ocean Sea (AOTOS) recognition from the United Seamen’s Service. Gloria also served on the boards of many professional maritime organizations, including two separate stints as President of the Propeller Club of Washington. As the highest-ranking woman in the maritime industry for much of her career, she took immense pride in mentoring young women in Washington, DC.

In retirement, Gloria remained active in the maritime industry through her consulting business, Tosi Maritime Consultants, while she also pursued her passions in gardening and cooking. She remained generous in her retirement expressing her appreciation to the M.E.B.A. by contributing donation items, hailing from her long career in the industry, that were used to raise money for the Union’s Good & Welfare Fund and Merchant Marine Memorial at the Calhoon M.E.B.A. Engineering School.

Her husband Geoff Tosi died in 2014. Gloria remarried six years later after she reconnected with Karl Eckhardt, a friend of 50 years. She is survived by Karl, stepchildren Byron G. (“Jeff”) Tosi, III, and his wife Hillary, grandchildren Cecilia and Byron Tosi, and many dear friends.

In lieu of flowers, donations can be made in Gloria’s memory to the Fund for Johns Hopkins Medicine, Office of Medical Giving, 750 East Pratt Street, 17th Floor, Baltimore, MD, Philanthropy@jhmi.edu.

CREW OF WSF FERRY SAMISH KEY IN RESCUE OF 6 BOATERS, 2 DOGS

The crew of the Washington State Ferry SAMISH rode to the rescue of six boaters (and two dogs) after their 37-foot cabin cruiser took on water on Saturday near Decatur Island. A devastating wave shattered the boat’s forward windshield, resulting in injuries to several occupants and causing water ingress. Despite their radio malfunctioning, the boaters managed to relay their GPS coordinates before losing contact. Responding swiftly, Coast Guard Sector Puget Sound initiated an Urgent Marine Information Broadcast to alert nearby vessels and sent both its boats and a helicopter. Prior to the Coast Guard’s arrival, the SAMISH intervened and deployed its rescue boat to aid the distressed craft.

The SAMISH rescued four individuals from the vessel and maneuvered the ferry to shield the remaining occupants of the foundering craft from the heavy wind and seas. A Coast Guard response boat arrived on scene and took the two remaining passengers as well as their dogs “Buster” and “Belle” onboard. They were able to drive the cabin cruiser to safe harbor in Anacortes while the SAMISH continued to provide a shield from the wind throughout the journey.

“The quick response and excellent seamanship exhibited by Washington State Ferries highlights the incredible partnerships we have in the Puget Sound.” said Lt. Ryan Sexton, a Command Duty Officer at Sector Puget Sound.

ITF CONDEMNS GULF OF ADEN DEATHS: CALLS FOR RE-ROUTING

The International Transport Workers’ Federation (ITF) has issued a statement condemning last week’s Houthi attack that killed three mariners and injured many others aboard the bulk carrier M/V

TRUE CONFIDENCE. They also urged shipping companies to divert their vessels away from the Red Sea hotspots until mariner safety can be ensured.

“No delivery window is worth the loss of seafarers’ lives,” the statement read. “We call on the industry to divert ships around the Cape of Good Hope until safe transit through the Red Sea can be guaranteed. This act of senseless violence on the high seas is an affront to transport workers all over the world and a clear violation of international law.”

ITF Seafarers' Section Chair David Heindel said, “These brave seafarers embarked on their journeys with a commitment to connect nations, facilitate trade, and uphold the vital maritime industry. Their dedication to their profession was an embodiment of resilience and courage. The news of their untimely departure weighs heavily on all of us, and we stand together in mourning the immeasurable loss.”

M.E.B.A. SUPPORTING USW PETITION ON UNFAIR CHINESE SHIPBUILDING PRACTICES

M.E.B.A., as part of the AFL-CIO’s Maritime Trades Department, has joined a United Steelworkers (USW) petition advocating for the implementation of a levy on vessels originating from China that berth at American ports, over concerns of unjust Chinese shipbuilding practices. Under the proposal, proceeds from these levies would be earmarked for the establishment of a fund aimed at reinvigorating the domestic shipbuilding industry. This fund would facilitate investments in various aspects of the industry, including infrastructure, supply chains, and workforce development.

The petition was submitted on Tuesday by the USW in collaboration with the International Association of Machinists and Aerospace Workers, the International Brotherhood of Boilermakers, the International Brotherhood of Electrical Workers, and the MTD. The petition, which invokes Section 301 of the Trade Act of 1974, gained calls upon U.S. Trade Representative (USTR) Katherine Tai to initiate a thorough investigation into what the unions deem as China’s unfair trade practices within the shipbuilding domain. According to the unions, these alleged anti-competitive behaviors not only disadvantage American workers but also pose a significant threat to national security.

China “is using commercial shipbuilding to dominate the full spectrum of global trade, choking out all competitors,” USW International President David McCall said. “If we do not act quickly, we will soon be dependent on China not only for the products their vessels bring into our ports but also for the ships themselves.” McCall noted that in addition to the grave economic consequences of the PRC’s policies, the growing imbalance in shipbuilding also threatens U.S. national security.

“China has surpassed the United States and now operates the world’s largest navy,” he said. “Rebuilding our Merchant Marine is not only essential to increasing our nation’s sealift capability, it will help shore up the critical supply chains our military and commercial shipbuilding industries share, making us safer and more resilient.”

U.S. Senators Tammy Baldwin (D-WI) and Bob Casey (D-PA) sent a letter to the White House in support of the trade petition, representing a growing coalition of policymakers fighting to revitalize the shipbuilding industry.

USTR Katherine Tai has 45 days to determine whether she will pursue an investigation of Chinese shipbuilding.

SPACE AVAILABLE IN APRIL ELECTRICAL TROUBLESHOOTING COURSE

The Calhoon M.E.B.A. Engineering School announced that it has additional space available in the April 8-19 installment of its two-week Practical Electrical Troubleshooting course.

The course helps engineers improve their ability to troubleshoot onboard electrical systems. It provides a review of electrical fundamentals and laws and covers how to read prints with emphasis on expected readings in any part of a circuit, proper use of basic test equipment, components, circuit protective devices, sensors, motor controllers, basics of PLCs and VFDs. Safety topics include available energy levels and PPE. The course is presented as formal lectures and some student labs.

To register, visit <https://www.mebaschool.org/admissions>

SUPPORT UNIONS FOR ST. PATRICK'S DAY

The AFL-CIO/Labor 411 have ticked off a list of union-friendly products and services that you can feel good about supporting this St. Patrick's Day, and beyond. St. Patty's is on Sunday. Here's the list of products made by unions that include IBT, UFCW, UAW, IUOE, IAMSEIU and IUE-CWA.

Corned Beef - Boar's Head; Harris Ranch; Hebrew National; Hormel; Thurmman's; Winter's Premium Deli. **Potatoes & Cabbage** - Dole Fresh Potatoes; Purchase cabbage at a union grocery store like Safeway, Fred Meyer, QFC, Albertsons, Haggen, or Giant Foods. **Beer** - Bass; Beck's; Blue Moon; Budweiser; Busch; Butte Creek; Camo Black Ice; Coors; Corona; Dundee; Duquesne; Genesee; Goose Island; Hamm's Draft; Henry Weinhard's; Iron City; Jamaica Red Ale; Keystone; Killians; Landshark Lager; Lionshead; Mad River; Mendocino Brewing; Michelob; Mickey's; Miller Genuine Draft; Milwaukee's Best; Natural Ice; O'Doul's (non-alcoholic); Pabst Blue Ribbon; Red Stripe; Red Tail Ale; Rolling Rock; Sam Adams; Schlitz; Shock Top; Third Shift. **Hard Cider** - Woodchuck. **Whiskey** - Bakers; Basil Hayden's; Bulleit; Henry McKenna; Jack Daniel's; Jim Beam; Knob Creek Whiskey; Old Crow; Old Grand-Dad Whiskey; Sazerac; Seagram's Seven; Wild Turkey. **Coffee** - Eight O'Clock Coffee; Folgers Coffee; Kauai Coffee; Maxwell House; McDonald's Coffee; Millstone Coffee. **Whipped Cream Topping** - Cool Whip; Country Fresh heavy whipping cream; Horizon heavy whipping cream; Reddi-Whip. **Meats** - Empire Kosher. **Set the Table** - All-Clad cookware ; Anchor Hocking ; Bennington Potters; Clauss knives; CorningWare; Cutco knives; Fiestaware; Homer Laughlin China; Libbey Glassware; Pyrex.

GULF, EAST HALLS HONOR TEDDY GLEASON DAY ON MONDAY

M.E.B.A. East Coast and Gulf Coast Union halls and offices (not including Headquarters) will be closed on Monday, March 18th in observance of Teddy Gleason Day

Thomas William Gleason was the President of the International Longshoremens' Association from 1963 to 1987. He came from a family of longshoremens and quit school at the age of 14 to work on the docks for 35 cents an hour. In 1919, he joined the ILA which he said was "just a gang of rebels" at that time. He was later blacklisted by steamship companies for his union activities. He made ends meet by working in a sugar factory by day and selling hot dogs at night on Coney Island. In the late 1940s, Teddy assumed leadership positions in one of the ILA locals. After the national union became embroiled in a corruption scandal in the early 1950s, Gleason ally William Bradley was

elected as the new ILA President and Teddy was tapped as general organizer. A decade later Gleason was elected ILA President himself following two years as Executive V.P.

In early 1963, when the government planned to sell surplus grain to the Soviet Union, Gleason offered to remove his opposition to the plan if U.S.-flag ships were utilized. That arrangement was not honored by the Lyndon Johnson administration and Gleason made sure that the grain ships were held up at the docks for over a week. Gleason's organizing skills and political acumen led to big gains for the union but he also presided over a contraction of the ranks as containerization dramatically altered the industry. He was most proud of the guaranteed annual income he won for dockworkers. "We got everything we fought for," Gleason said summing up his ILA service at the time of his 1987 retirement. He was succeeded by John Bowers. Gleason died on Christmas Eve in 1992 at the age of 92.

Gleason Day was originally celebrated by the ILA for years on November 8, but because the day was too close to Veterans Day and Election Day, his commemoration day was switched. Teddy Gleason had overtly celebrated his Irish heritage and was even named grand marshal of the New York St. Patrick's Day parade in 1984. As a result, St. Patty's Day was selected as the day to honor the life and legacy of one of our greatest trade unionists – Teddy Gleason. St. Patrick's Day falls on a Sunday this year, so there are good reasons to celebrate both Sunday and Monday.

NEXT MONTHLY MEMBERSHIP MEETINGS *(All times are local)*

Monday, April 8 – **Boston@1200; Seattle (Fife)@1300.**

Tuesday, April 9 – **CMES@1430; Charleston@1400; Houston@1315; Oakland@1230.**

Wednesday, April 10 – **Jacksonville@1300; New Orleans@1315; Online HQ "Town Hall" Meeting@1300 (No Voting) – Register by emailing mebahq@mebaunion.org**

Thursday, April 11 – **L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300.**

Friday, April 12 – **Honolulu@1100**

-----FINISHED WITH ENGINES-----



***M.E.B.A. does not tolerate assault, or harassment of any kind.
If you see something, say something – The M.E.B.A. Emergency Hotline
can be reached at 1-888-519-0018.***

The M.E.B.A. is the nation's oldest maritime labor union, established in 1875. M.E.B.A.'s expertise and demonstrated track record of readiness, safety, and loyalty in answering America's call to action in times of both peace and war is unrivaled in the world. M.E.B.A. HQ – Phone: (202) 638-5355; mebahq@mebaunion.org. For publication and related inquiries (and to send photos & hot news tips) contact Marco Cannistraro, M.E.B.A. Special Projects & Communications – marco@mebaunion.org Visit us on Facebook, follow us on Twitter and check us out on Instagram.