

SEAFARERS LOG

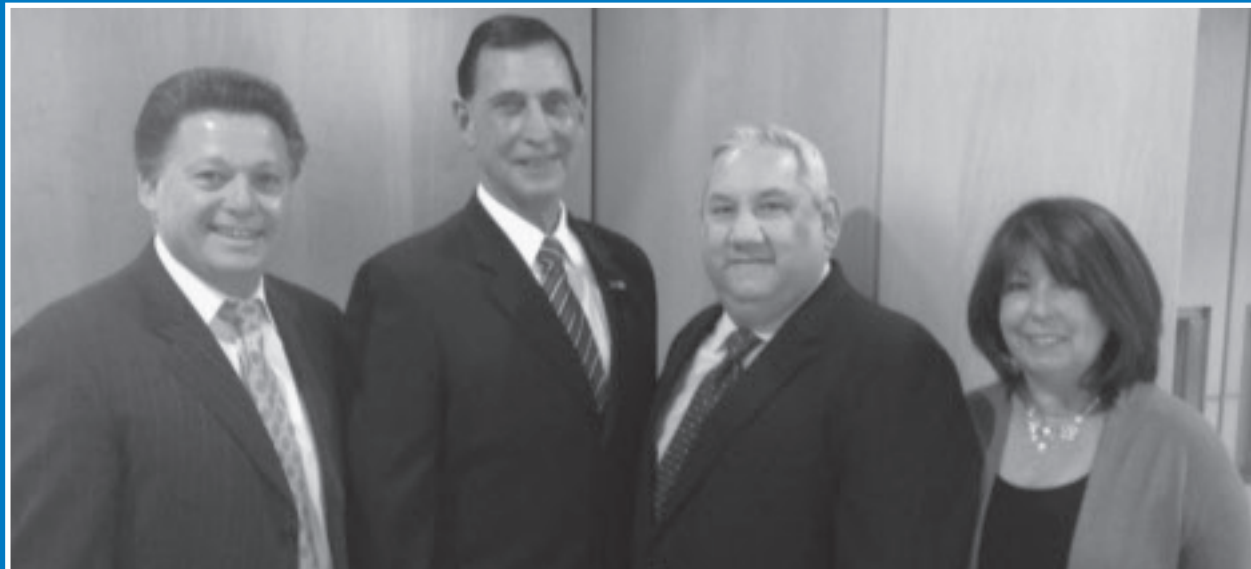
OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS

Maritime Industry Vital for U.S. Security

MTD Speakers Emphasize Merchant Marine's Key Role



During the winter meeting of the AFL-CIO Maritime Trades Department's (MTD) executive board, guest speakers from the military, Congress, business and other sectors emphasized the U.S. Merchant Marine's critical contribution to U.S. national and economic security. Among those addressing the board last month in Houston was Vice Adm. William Brown (right in photo at left, with MTD/SIU President Michael Sacco), deputy commander, U.S. Transportation Command. In the photo below, some of the board members and guests react to one of the speeches. Pages 2, 3, 7-11.



U.S. Representative LoBiondo Supports Working Families

Earlier this year, SIU Executive VP Augie Tellez (second from right in photo at left) met with U.S. Rep. Frank LoBiondo (R-N.J.) (second from left) and others including New Jersey AFL-CIO President Charles Wowkanech (left) and New Jersey AFL-CIO Secretary-Treasurer Laurel Brennan in Washington, D.C., to discuss issues that are important to maritime workers in particular and union members in general. Congressman LoBiondo is a longtime backer of the U.S. Merchant Marine; the labor movement is throwing its support behind him for this year's elections.



Members, Officials Attend USNS John Glenn Christening

SIU members and officials were on hand Feb. 1 in San Diego to help celebrate the christening of the *USNS John Glenn* (photo at left), a mobile landing platform (MLP) ship that is operated by Seafarers-contracted Ocean Ships for the U.S. Military Sealift Command. In the photo at right, vessel sponsor Ms. Lynn Glenn christens the ship named after her father. Page 3. (Photos courtesy General Dynamics NASSCO.)



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President's Report

Fighting for U.S. Maritime Jobs

Editor's note: Following are excerpts from President Michael Sacco's opening remarks at the recent Maritime Trades Department, AFL-CIO executive board meeting. He delivered them Feb. 13 in Houston. Complete coverage appears elsewhere in this issue of the LOG, starting with an article on page 3 and continuing on pages 7-11.



Michael Sacco

As you all know, the Farm Bill finally passed Congress last week. For us, one of the most important components of that bill was Food for Peace, which has been under attack in recent years.

This has been a big topic at all of our recent meetings and I'm sure many of you remember a number of our guest speakers back in September talking about it.

I think the bottom line is that even though we didn't get everything we wanted, we did win the most important parts of the battle. We prevented the administration from turning the program into a cash giveaway and we kept it in the Department of Agriculture.

On the down side, Congress allowed for more purchasing of food overseas, making permanent what had been a pilot program. It doesn't necessarily take money from the Food for Peace program, but the funding will have to come from somewhere. Our job is to make sure it doesn't come from anyplace that eliminates American maritime jobs.

One other quick note on Food for Peace. The people who want to change the program by making it strictly cash payments keep repeating the same lies over and over again. They keep saying our ships are too slow and our deliveries take so much time, people are dying while they wait for the food cargoes.

The people in this room know that that's simply not true, but I also think we need to start promoting our own argument that if people are suffering and dying already, if you turn this into a cash program, twice as many people will be at risk.

We've been saying it for the last two years, and our good friend Congressman Garamendi said it at our convention: You don't feed people with dollar bills, and piles of cash have a way of getting lost.

Anyway, the fight continues, but we've done some good work on Food for Peace and have kept the program largely intact.

A few other recent headlines:

First, as I'm sure you all know, the NLRB last week issued proposed revisions to the rules governing union representation elections. Yes, brothers and sisters, this is part of the labor-law reform we've been seeking for years. There's a public comment period that ends in April, and this has the potential to be a significant improvement for working families.

Second, late last month the government issued its annual report on union membership. The bad news is we're still at a historically low level. The good news is we made a modest gain in the year 2013, and we did it in the private sector. In fact, the state we are visiting – Texas – showed an increase in membership.

Any increase is better than no increase, and this is something we can build on.

Finally, I want to credit the Maritime Administration for hosting a three-day symposium in Washington last month aimed at developing a national maritime strategy. It's a step in the right direction and it's something our industry has needed for a long time. We look forward to working with MARAD to steer a true course to a stronger, vibrant and modern U.S.-flag fleet.

Defense Secretary Praises SIU Crew

With praise and encouragement from Defense Secretary Chuck Hagel himself, the SIU crew of the *MV Cape Ray* dove into the first part of its three-month mission to destroy parts of Syria's chemical weapons stockpile.

The Keystone-operated *Cape Ray* departed from Portsmouth, Va., Jan. 27 to take part in an historic mission to eliminate nearly 700 tons of chemical weapons at sea, in international waters. Sailing as a Military Sealift Command vessel, the 648-foot *Cape Ray* has a crew that includes 35 civilian mariners, more than 60 U.S. Army chemical specialists, a security team and representatives from U.S. European command. Members of the Machinists are on board, too.

In a statement released as the *Cape Ray* left for its mission, Hagel commended the crew for "accomplish(ing) something no one has tried" and helping to make the world safer.

"As you all know, your task will not be easy. Your days will be long and rigorous. But your hard work, preparation and determination will make the difference," Hagel said. "You are ready. We all have complete confidence in each of you. You represent the best of our nation, not only because of your expertise and commitment, but because of your willingness to serve when called upon. For that, we will always be grateful."

The *Cape Ray's* deployment comes following an international agreement to destroy Syria's chemical weapons. The country has been embroiled in a civil war since 2011 and more than 1,400 people were killed in a chemical attack last August. International outrage followed that incident and Syria agreed shortly thereafter to give up its entire chemical weapons stockpile.

Under the agreement, the Syrian government is supposed to transport the chemical weapons to 12 undisclosed sites where they will be loaded onto Danish and Norwegian ships. Those vessels will then take the weapons to the Italian port of Gioia Tauro and transfer the weapons to the *Cape Ray* there. The ship will then travel to an undisclosed area in international waters to destroy the chemical weapons, which include mustard gas and a form of sarin nerve gas.

In order to complete its mission, the *Cape Ray* was outfitted with a pair of massive units designed to break down and neutralize the chemical weapons. These units are installed at the center of the *Cape Ray's* cargo hold and are covered with a plastic tent to protect the crew during the neutralization process. Inside, the system uses water and a chemical cocktail to break down the weapons.



Acting Maritime Administrator Chip Jaenichen (in back) visits with SIU members aboard ship shortly before the mission began. Pictured from left in front are Chief Cook Helen Mitchell, SA Jacqueline Sivels and Chief Cook Sandra Vann.

Once that process is complete, the crew will have approximately 6,600 tons of waste that will be transported and eliminated elsewhere. The entire process is expected to take 90 days and will not dump any waste into the ocean.

In a press conference aboard the *Cape Ray* prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters. The main reasons have to do with safety and international law.

"This avoids having to put these materials on somebody's territory, where you have to deal with all the political and environmental conditions associated with doing that under local law," he said.

The SIU crew aboard the *Cape Ray* includes: Bosun William Lima, ABs Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shaun Wood, QE4 James Anthony Fells, QEEs Kevin Quinlan and Mark Maduro, Oiler Andre Mitchell, GVAs Lance Spain and Dionta Winstead, Steward/Baker Edward Banks, Chief Cooks Jose David, Helen Mitchell, Emanuel Spain and Sandra Vann, and SAs Cornelius Taylor, Arica Shaw, Jacqueline Sivels, Mary Slade and Emanuel Spain.

Union Membership Grows in 2013

The number of workers in unions rose by 162,000 in 2013 from the previous year, according to data released Jan. 24 by the Bureau of Labor Statistics (BLS).

These upturns, the U.S. Department of Labor agency said, were led by an increase of 281,000 workers in private-sector unions. Strong gains in construction and manufacturing, against a background of strike actions by low-wage workers in the private sector played a significant role in the increases. Destructive, politically motivated layoffs of public-sector workers, however, continued to hurt overall public-sector union membership, leaving the total percentage of the workforce that is unionized virtually unchanged.

"Wall Street's Great Recession cost millions of America's workers their jobs and pushed already depressed wages down even further. But in 2013, America's workers pushed back," said AFL-CIO President Richard Trumka of the figures released by the BLS. "At the same time, these numbers show that as unorganized workers have taken up the fight for their right to a voice on the job, union employers are hiring—creating good jobs our economy desperately needs." Despite the overall gains of 2013, workers in the public sector continued to bear the brunt of the continuing economic crisis, weak labor laws and political assaults on their rights on the job. In Wisconsin for example, political attacks on public-sector workers' right to collectively bargain resulted in drops in membership. Fundamentally, federal, state and local governments continued to lay off needed public workers, leading to an overall loss of 118,000 union members.

Secretary of Labor Thomas Perez said the figures again show that union members continue to have higher weekly median earnings than nonunion workers—\$950 a week compared to \$750 a week. He said union members also have greater access to health care, retirement savings plans, sick and vacation leave than workers who don't have a union on the job.

"Workers' ability to form unions and engage in collective bargaining has been a cornerstone of a strong middle class," Perez said. "The decline in union membership over the last few decades has contributed to more working families struggling to get by. When workers have a seat at the table, they are better able

to bargain for their fair share of the value they helped create; and that leads to greater economic security and economic mobility for everyone.

"As our economy continues to recover and we work to create good jobs, we need to ensure workers can lift their voices to raise wages, reduce inequality and help more people climb ladders of opportunity," he concluded.

"Make no mistake, the job of rebuilding workers' bargaining power and raising wages for the 99 percent has a long way to go," said Trumka. "Collective action among working people remains the strongest, best force for economic justice in America. We're building a stronger, more innovative movement to give voice to the values that built this country. From Walmart workers to fast food workers to healthcare workers, the rising up of workers' voices against inequality—both inside and outside of traditional structures—is the story of 2013."

Recapping union membership landscape during 2013, the AFL-CIO noted:

- The total number of private-sector union members rose by 281,000, while the total number of public-sector union members fell by about 118,000. There are now more private-sector union members than public-sector members.

- Industries with the biggest growth include construction (up 95,000), hospitals and transportation equipment manufacturing

- Sectors hit hardest include social assistance and administration and support services.

- Union membership rates did not change in any meaningful way by gender: 10.5 percent of women and 11.9 percent of men were in unions.

- States with the largest union membership rate growth include: Alabama (1.5 percentage points), Nebraska (1.3 points), Tennessee (1.3 points), Kentucky, (1.2 points), New York (1.2 points), Illinois (1.2 points) and Wisconsin (1.1 points).

- States with the largest union membership rate declines include: Louisiana (-1.9 percentage points), Oregon (-1.8 points), Utah (-1.3 points), Wyoming (-1.0 points) New Hampshire (-0.9 points), Montana (-0.9 points) and Texas (-0.9 points).

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Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Assistant Editor, *Brian Ahern*; Photographer, *Harry Gieske*; Administrative Support, *Misty Dobry*; Content Curator, *Mark Clements*.

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The Seafarers International Union engaged an environmentally friendly printer for the production of this newspaper.

MTD Speakers Stress Cooperation, Grassroots Action

Offering candid looks at the American labor movement and the U.S. maritime industry, guest speakers at the Maritime Trades Department (MTD) executive board winter meeting said the blueprints for success include teamwork and grassroots political action.

The meeting took place Feb. 13-14 in Houston, one of the nation's biggest port cities. It was chaired by MTD President Michael Sacco, who is also president of the SIU.

A constitutional department of the AFL-CIO, the MTD consists of 21 international unions and 21 port maritime councils in the United States and Canada representing nearly 5 million working men and women.

The meeting featured remarks from nine guest speakers along with an informal but insightful report from an official of an MTD-affiliated union. The board also passed a number of statements aimed at laying out strategies to promote the maritime industry while improving the lives of working families.

In order of appearance, the board on Feb. 13 heard from Houston Mayor Anise Parker; Houston Port Authority Chair Janiece Longoria; Vice Adm. William Brown, deputy commander, U.S. Transportation Command; and Rear Adm. Robert Smith (USN) (Ret.), superintendent of

Texas A&M Maritime Academy.

Addressing the board on Feb. 14 were U.S. Rep. Gene Green (D-Texas); James Offutt, president of the Navy League of the United States; Thomas Allegretti, chairman of the American Maritime Partnership and president CEO of the American Waterways Officers; Texas AFL-CIO President Becky Moeller; and AFL-CIO Executive Vice President Tefere Gebre.

The audience of 200 or so included rank-and-file SIU members, labor officials and maritime business representatives.

In his opening remarks, President Sacco mentioned that the Farm Bill finally had passed in Washington, temporarily settling an ongoing fight to protect America's Food for Peace program. This has been a prime topic at recent MTD gatherings including the convention last September.

"I think the bottom line is that even though we didn't get everything we wanted, we did win the most important parts of the battle," Sacco stated. "We prevented the administration from turning the program into a cash giveaway and we kept it in the Department of Agriculture.

"On the down side, Congress allowed for more purchasing of food overseas, making permanent what had been a pilot program. It doesn't necessarily take



MTD President Michael Sacco addresses the crowd during the second day of the meeting in Houston.

money from the Food for Peace program, but the funding will have to come from somewhere. Our job is to make sure it doesn't come from anyplace that eliminates American maritime jobs."

He added, "The people who want to change the program by making it strictly cash payments keep repeating the same lies over and over again. They keep saying our ships are too slow and our deliveries take so much time, people are dying while they wait for the food cargoes. The people in this room know that that's simply not true, but I also think we need to start promoting our own argument that if people are suffering and dying already, if you turn this into a cash program, twice as many people will be at risk.

"We've been saying it for the last two years, and our good friend Congressman

(John) Garamendi said it at our convention: You don't feed people with dollar bills, and piles of cash have a way of getting lost."

He also noted that the National Labor Relations Board recently issued proposed revisions to the rules governing union representation elections.

"Yes, brothers and sisters, this is part of the labor-law reform we've been seeking for year," Sacco said. "There's a public comment period that ends in April, and this has the potential to be a significant improvement for working families."

Additionally, he mentioned that the government's annual report on union membership showed a modest gain for 2013.

See pages 7-11 for complete MTD meeting coverage



Audience members take in the proceedings.

NASSCO Formally Christens USNS John Glenn Second MLP Means New Jobs for SIU Members

With the vessel's namesake in attendance, the Seafarers-contracted *USNS John Glenn* formally was christened Feb. 1 at General Dynamics NASSCO shipyard in San Diego.

The *USNS John Glenn* is the second of three mobile landing platform (MLP) vessels being built by union workers at NASSCO for operation by Ocean Ships, Inc. on behalf of the U.S. Military Sealift Command (MSC). It is slated for delivery this month.

SIU Vice President West Coast Nick

Marrone represented the union at the christening, which featured keynote remarks by U.S. Chief of Naval Operations Adm. Jonathan Greenert as well as speeches by Lt. Gen. John Toolan, USMC, commanding general, I Marine Expeditionary Force; Rear Adm. T.K. Shannon, commander of MSC; and The Hon. Sean Stackley, assistant secretary of the Navy. Lyn Glenn, daughter of John Glenn, served as the ship's sponsor.

John Glenn, retired senator, astronaut and Marine Corps pilot, also addressed

the gathering.

"All the nice things being said about me are a little hard to assimilate," said Glenn. "Thank you."

He expressed profound respect for America's current military personnel and the ones who served with during World War II and the Korean War.

"All of them did not come back," he pointed out. "While I'm accepting accolades here and my name is going to be on this ship, [let's] do this thinking about all of those people, too."

In the days leading up to the ceremony, Secretary of the Navy Ray Mabus said, "The christening of the future *USNS John Glenn*, a ship that will help usher in a new age of Navy and Marine Corps operations, is a fitting tribute to a man whose years of service to his nation as a Marine, a U.S. senator and an astronaut helped shape the future of the United States itself."

The MLPs are float-on/float-off ships, meaning they can partially submerge to facilitate movement of materiel. According to the Navy, each ship in the class has 25,000 square feet of vehicle and equipment stowage space, tank capacity for 100,000 gallons of potable water and 380,000 gallons of JP-5 fuel storage. Each MLP has a maximum speed of 15 knots and is 785 feet long.

NASSCO described the MLPs as "flexible platforms that will provide capability for large-scale logistics movements such as the transfer of vehicles and equipment from sea to shore. They



SIU VP West Coast Nick Marrone (left) is pictured with the vessel's namesake, retired Sen. John Glenn, who is best known for being the first American to orbit Earth.

will significantly reduce dependency on foreign ports and provide support in the absence of any port, making it especially useful during disaster response and for supporting Marines once they are ashore."

Last November, the keel was laid for the third MLP, the *USNS Lewis B. Puller*. That vessel is named in honor of the most decorated U.S. Marine in history and the only one to be awarded five Navy crosses. It's scheduled for delivery in the second quarter of 2015.

The inaugural MLP, the *USNS Montford Point*, was delivered last year. That vessel is named in honor of Camp Montford Point, the Jacksonville, N.C., site where the first African-American Marines were trained.



The new SIU-contracted MLP ships, including the *USNS John Glenn*, boost America's national security by strengthening sealift capability.

NMC Provides Guidance on STCW Changes

The U.S. Coast Guard's National Maritime Center (NMC) is working to put mariners at ease regarding the new amendments to the International Convention on Standards of Training, Certification and Watchkeeping (STCW).

Published in December, the NMC's 200-plus-page final rule on the STCW Manila amendments outlined what mariners need to do in order to be in compliance. Since then, the NMC has issued several guidance documents and has hosted meetings in an attempt to answer questions and clarify the process.

"We are fully aware there is a lot of anxiety (about) the future of the implementation of the STCW with the domestic fleet," said Mayte Medina, chief of the Coast Guard's Maritime Personnel Qualifications Division during an informational briefing about the amendments. "We will continue to use the advisory committees and use the public meetings. This is our current practice, and we will continue to do so."

One of the key changes has to do with the issuance of new medical certificates.

Under the new rules, every mariner bearing an STCW endorsement should be receiving a new medical certificate in the mail, free of charge. The NMC began issuing those certificates Jan. 2 and asks any mariners who have not received them by March 31 to contact the NMC at 1-888-IASKNMC (1-888-427-5662) or email IASKNMC@uscg.mil for further information. Those who have changed

their contact information since the last credentialing transaction must fill out the "Mariner Personal Contact Information Validation Form" located at:

uscg.mil/nmc/csc/colorbox/mariner_validation_form.asp

or contact the NMC by phone or email.

Once received, the certificates must be signed, folded and inserted into the plastic pocket in the back of each individual's Merchant Mariner Credential (MMC) book.

The outreach by the NMC has proven especially important recently with the discovery that some mariners were mistakenly issued medical certificates that expire between January and September of 2014. In a statement, NMC Commanding Officer Capt. Jeffrey P. Novotny said the agency will reduce the obligations for mariners who were affected and will issue them new certificates with STCW expiration dates in 2015.

The NMC said this only applied to mariners whose MMC containing STCW endorsements was originally issued between January and September of 2012. Mariners who have medical waivers with an annual submission requirement will still receive a time-limited medical certificate that corresponds with the correct submission dates.

While the medical certificates bring mariners into compliance with STCW standards that are set to go into effect in 2017, they also serve a more immediate

purpose. They ensure American crews are in compliance with the International Labor Organization's Maritime Labor Convention, 2006 (MLC) – an international set of requirements that have already gone into effect.

"Essentially, this rule fulfills the U.S. obligation," Medina said. "It ensures that U.S. mariners comply with the requirement."

In a letter to the maritime industry about the implementation of the new STCW amendments, Rear Adm. Joseph Servidio, U.S. Coast Guard assistant commandant for prevention policy, emphasized the importance of the medical certificates, especially for American mariners who sail to foreign ports.

"Since it will eventually be required under STCW (in 2017), and since it is required now under the MLC, the Coast Guard is pressing forward to issue medical certificates as quickly as possible within the timing of the rule," Servidio said. "One very important additional reason why the United States is eager to issue medical certificates to our mariners traveling internationally is that U.S.-registered vessels that visit ports of nations that have adopted the MLC will be at risk of detention if they cannot demonstrate adequate compliance with the MLC."

The new STCW amendments also impact certain endorsements. Under the new rules, those who are new to the industry must take additional steps before acquiring able seafarer-deck (AS-D) or

able-seafarer-engine (AS-E) ratings. Those already in the industry will be able to keep their ratings, though they must be sure to take care of all renewals before they expire.

The union-affiliated Paul Hall Center for Maritime Training and Education (PHC) has already received Coast Guard approval for new curriculum. PHC Training Director J.C. Wiegman said this should make things easier for entry-level mariners.

"Most current mariners will be grandfathered to meet the requirements for sailing on international voyages as they renew their documents. They have until the year 2017 to comply, anyway," Wiegman said. "That's part of the transitional provisions of these amendments. But if you're just getting started, then going through our apprentice program is the way to go."

The STCW amendments establish new endorsements and revise other existing endorsements, according to the NMC. The AS-D endorsement requires additional training and assessments, while the AS-E also requires some additional assessments. The training and assessments were included in the newly approved PHC courses.

The *Seafarers LOG* will continue to provide updates on the amendments and instructions for mariners. Check future issues for more information.

Comprehensive information about the final rule is available at uscg.mil/nmc/

Union Mourns Loss Of Bosun Munassar

Tragedy struck the union Feb. 9 when Bosun **Khaled Munassar** was reportedly washed overboard from the *Sealand Intrepid* and lost at sea in severe weather, some 500 miles from Japan. His body wasn't recovered despite an exhaustive search by the *Intrepid* and a follow-up effort by another Maersk Line, Limited (MLL) ship diverted to the area.

Brother Munassar was just 37 years old but was a lifelong Seafarer, having joined the union as a teenager. He leaves behind a wife and three children in addition to a father and brother who also sail SIU.

In a letter to everyone aboard the *Intrepid*, SIU President Michael Sacco wrote, "On behalf of the entire SIU, I am writing to extend our heartfelt condolences on the passing of our brother, Bosun Khaled Ghaleb Munassar, and to thank you for your valiant efforts in searching for him. This is a terrible loss for all of us – I've often said that we are more like a family than a union, and with Brother Munassar's death, we have lost a family member."

"I know that Maersk is offering resources to help cope with this tragedy, and I encourage you to take advantage of them," the letter continued. "Also, while we all understand there are inherent dangers that are part of going to sea, the SIU will do everything in our power to minimize or eliminate the chances of anything like this happening again."

The SIU president sent SIU Vice President Contracts George Tricker to meet the ship in mid-February when it returned to the U.S., on the West Coast.

Ed Hanley, vice president of labor relations for MLL, also wrote to the crew in addition to sending other communications. In part, he wrote, "The extended Maersk Line, Limited community afloat and ashore is saddened and diminished by this tragedy. As his shipmates you fought hard all day in very heavy weather and did everything you could to search for Khaled. Our thoughts and prayers are with you all, and especially with his family during this most difficult time."

The SIU and the company also reached out to Brother Munassar's family to offer condolences and support.

Brother Munassar was born in Yemen but became a U.S. citizen. He joined the union in 1994 and first sailed aboard the old cruise ship *Independence*. Among his most recent ships besides the *Intrepid* were the *Overseas Boston* and *Sealand Charger*.

SIU Supports Jones Act in Puerto Rico

When a long-awaited Government Accountability Office (GAO) study of the Jones Act's effects on Puerto Rico was issued early last year, the results showed the law benefits the commonwealth or in some cases has an indeterminate impact.

Now, some of those who didn't appreciate that conclusion are calling for a review of the study itself, along with a new report.

As a result, the SIU wasted no time once again standing up for the Jones Act; Port Agent Amancio Crespo testified Feb. 5 before the Puerto Rico Senate Committee on Civil Rights, Citizenship and Social Economy.

Crespo, speaking in opposition to a senate resolution, provided detailed information about how the Jones Act helps Puerto Rico's economy and security. The law doesn't cost the government a penny, and it is a source of good-paying jobs for thousands of Puerto Rico residents, he said.

The Jones Act stipulates that cargo moving from one U.S. port to another, including Puerto Rico, must move on vessels that are owned, flagged, built and crewed American. It helps pour billions of dollars into the U.S. economy every year while sustaining nearly 500,000 jobs.

In his testimony, Crespo said the SIU strongly opposes a second Jones Act study as well as a review of the original effort. The GAO report, he said, "represented a complete and thorough review of the impact of the Jones Act on Puerto Rico. There is no need for the Senate to engage in a duplicative review of either the Jones Act or to investigate whether this GAO report is sufficiently comprehensive. The purpose of the GAO is to engage in auditing, evaluation and investigations on behalf of the United States Congress in a fair and objective way...."

"Regardless of whether one agrees or disagrees with the GAO finding, the finding is a fair one based on significant research," he continued. "This GAO report represented a comprehensive and in-depth review of the Jones Act and the impact of cabotage laws on Puerto Rico. GAO conducted dozens of interviews, both in the continental United States as well as in Puerto Rico, including interviews with supporters and opponents of the Jones Act. They also conducted economic analyses and met with both shippers and ship operators that call on Puerto Rico. Finally, the GAO auditing process took over a year, from October 2011 to February 2013. This process was thorough and its methodology was sound. S.R. 237, on the other hand, appears to be nothing more than a political attempt to discredit the GAO report. Section 3 of the Resolution requires that the two committees jointly render their report within 60 days of the enactment of the resolution. It took GAO 15 months to complete this report and another month to write it, yet the two Senate committees will undertake a 'comprehensive analysis' in 2 months? This is simply impossible."



Port Agent Amancio Crespo says the GAO report "represented a complete and thorough review of the impact of the Jones Act on Puerto Rico."

Speaking on behalf of the SIU, Crespo said that while opponents of the Jones Act may have been hoping for the GAO to provide them with more ammunition in their fight to repeal it, what the office reported is what the union and other Jones Act supporters have long been saying – namely that the Jones Act itself is fundamental to American maritime policy and that the law's original goals of promoting military preparedness, the domestic merchant marine and domestic shipbuilding remain important today.

"Finally, the GAO report highlighted that the Jones Act ensures timely and reliable maritime service to Puerto Rico," he added. "This is a critical but often overlooked benefit of the Jones Act."

Moreover, Crespo stated that from the SIU's perspective, the fundamental purpose of the Jones Act is jobs.

"The Jones Act ensures that jobs on ships coming to and from Puerto Rico to the mainland United States remain in the hands of American citizens," he noted. "Here in Puerto Rico, unemployment is hovering at around 15.4 percent. Why would anyone support any policies that could result in that number moving even higher? A repeal of the Jones Act, or an exemption of Puerto Rico from the Jones Act, would put every Puerto Rican SIU member's job at risk, and thousands more in the mainland United States."

Food for Peace Program Remains Largely Intact

Long-Awaited U.S. Farm Bill Passes Congress, Becomes Law

President Barack Obama signed a \$1 trillion Farm Bill in February that offered mixed results for the maritime industry and its efforts to protect the nation's Food for Peace program.

Created in the 1950s, Food for Peace has fed hungry people around the world using American-grown food transported on U.S.-flag ships. An estimated 44,000 mariners, port workers, farmers, transportation workers and processors all have jobs that depend on the program.

While the bill signed by Obama included some problematic provisions, the SIU and its allies were able to defeat the administration's efforts to use around half of Food for Peace's \$2.5 billion budget for cash giveaways and vouchers. If such policies were enacted, it would have severely impacted the domestic purchase of food aid for overseas ship-

ments and ultimately would have devastating effects on the U.S. merchant fleet.

Though Food for Peace wasn't transformed into a cash giveaway program, the bill did include provisions allocating \$80 million for a permanent local and regional food purchase program (LRP). Funding for the LRP, however, will not come directly from Food for Peace's budget.

Such cash-centric approaches to food aid have proven controversial. Many, including the SIU and its allies, have argued that sending cash instead of food could have serious consequences both home and abroad. Sending American food helps bolster the U.S.-flag fleet and improve the country's standing in the world, while also ensuring the food gets to those who need it. Sending cash and vouch-

ers guarantees none of that.

As SIU ally Rep. John Garamendi (D-Calif.) recently put it, sending cash and vouchers simply offers too many unknown variables and opportunities for failure.

"You cannot feed them with dollar bills. You're going to feed them with American grain and American food brought to them on American ships," Garamendi said last fall. "We must continue that (program) and if we fail to do so it's only a matter of time before those dollars dry up and they don't have the food to survive."

USA Maritime, a key coalition to which the SIU is affiliated, has pointed out that although funding is at its lowest level in years, "the need for Food for Peace is greater than ever. According to the USDA, 12 million metric tons of commodities are needed each year to fill food gaps in the 70 most food insecure

countries. The number of hungry people has increased to 925 million from 833 million at the end of 2002, according to the UN Food and Agriculture Organization. In many cases, Food for Peace is the difference between life and death. And the program has served an essential role in helping stabilize countries, support foreign policy, and build important trade links for our farmers in countries like India, Poland, Romania, and Egypt."

Another disappointment with the Farm Bill had to do with cargo preference. Despite the efforts of the maritime industry to once again require 75 percent of food aid shipments be carried on U.S.-flag vessels, the bill keeps the number at 50 percent. In 2012, Congress passed a backdoor measure that reduced the nation's cargo preference requirements from 75 to 50 percent.

SIU President Promotes U.S. Maritime Industry, Labor Movement Growth

In a keynote address at this year's Metropolitan Baltimore AFL-CIO Leadership Conference, SIU President Michael Sacco shared insights about the American maritime industry and also outlined his vision for revitalizing the labor movement.

The event took place Jan. 9 in Atlantic City, N.J., and was hosted by Metropolitan Baltimore AFL-CIO President Ernie Grecco, a longtime friend of the SIU. It drew more than 500 participants and guests including SIU Executive Vice President Augie Tellez and SIU Secretary-Treasurer David Heindel.

After describing various aspects of the U.S. Merchant Marine, including training requirements and some of the differences between the domestic and international fleets, Sacco pointed out that two things keeping the industry afloat are political action and national defense.

"The U.S. Merchant Marine is known as the fourth arm of defense, which is a term used by presidents and military leaders going all the way back to World War II," he explained. "What it boils down to is that the military uses civilian crews to move their cargo in times of conflict or national emergency. Sometimes they use privately owned ships, and sometimes they use government-owned ships that are contracted out to private operators and crewed by American citizens.

"But the bottom line is that they need us, and the government, which means U.S.

taxpayers, saves billions of dollars by using merchant mariners and commercial operators. For example, more than 90 percent of the military cargoes moved during the operations in Iraq and Afghanistan were carried on civilian-crewed, American-flag ships. Most of those were SIU ships, I'm proud to say. We're also carrying relief cargoes to the Philippines, and we were part of the relief missions in Japan and Haiti in recent years as well."

He said the reason those ships, crews and operators are available is due to a combination of the Jones Act, cargo preference, and the Maritime Security Program.

"These are all good programs that help our national security and economic security," Sacco stated. "They sustain jobs not only on ships but in related shore-side positions. They've historically enjoyed strong bipartisan support, partly because of the military aspects and partly because they're simply good policies.

"But that doesn't mean we're safe," he continued. "We've had to defend these programs against foreign-flag interests for as long as they've existed. And lately we've even had to defend them from people we consider friends, but who've gotten fooled by organizations that are good at lying."

When it comes to organized labor on the whole, he said the SIU is particularly proud of the solid working relationships it enjoys



SIU President Michael Sacco addresses other labor leaders during a recent conference.

with most of its contracted employers. That type of harmony would benefit other unions and companies from every industry.

"I realize that's not always possible, and not everyone is happy to see a union official walk through the door, but it's something we have to strive for," he stated. "We recognized long ago that although we may sit on opposite sides of the bargaining table, we're ultimately on the same team. We can't succeed unless they succeed."

Lastly, he described reforming the nation's labor laws as "the key to revitalizing the union movement. Our problem is not that people don't want to join a union. The real problem is that the main laws that cover organizing are severely outdated. The deck is stacked so much in favor of the employer that it can be impossible to win an election unless the company is receptive to unions. ... It's a big fight, but in the long run it's literally a matter of life and death for our movement."

Talking Union in the Commonwealth



This snapshot was taken Jan. 26 at the Virginia AFL-CIO legislative conference in Richmond. Pictured from left are Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan, Attorney General Mark Herring, Governor Terry McAuliffe, SIU Port Agent Georg Kenny, and Lt. Governor Ralph Northam.

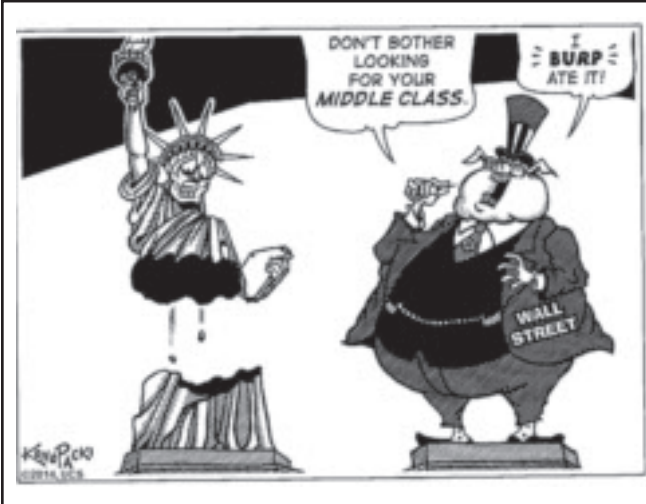


SIU Executive VP Augie Tellez (left) and Secretary-Treasurer David Heindel (right) are pictured with Ernie Grecco, president of the Metropolitan Baltimore AFL-CIO.

April & May 2014 Membership Meetings

Piney Point.....	Monday: April 7, May 5
Algonac.....	Friday: April 11, May 9
Baltimore.....	Thursday: April 10, May 8
Guam.....	Thursday: April 24, May 22
Honolulu.....	Friday: April 18, May 16
Houston.....	Monday: April 14, May 12
Jacksonville.....	Thursday: April 10, May 8
Joliet.....	Thursday: April 17, May 15
Mobile.....	Wednesday: April 16, May 14
New Orleans.....	Tuesday: April 15, May 13
New York.....	Tuesday: April 8, May 6
Norfolk.....	Thursday: April 10, May 8
Oakland.....	Thursday: April 17, May 15
Philadelphia.....	Wednesday: April 9, May 7
Port Everglades.....	Thursday: April 17, May 15
San Juan.....	Thursday: April 10, May 8
St. Louis.....	Friday: April 18, May 16
Tacoma.....	Friday: April 25, May 23
Wilmington.....	Monday: April 21, May 19

Each port's meeting starts at 10:30 a.m.



**Attention Seafarers: Contribute To The
Seafarers Political Activities Donation**

SPAD

Dispatchers' Report for Deep Sea

January 16, 2014 - February 15, 2014

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	16	6	2	0	0	0	0	42	22	2
Anchorage	2	3	1	1	0	0	0	3	4	0
Baltimore	4	6	0	8	2	0	3	13	6	0
Fort Lauderdale	16	8	2	15	6	3	10	26	24	3
Guam	4	1	0	3	3	0	1	5	2	0
Honolulu	9	5	1	7	5	2	4	20	9	1
Houston	59	16	4	42	8	3	16	101	24	3
Jacksonville	42	26	1	21	13	2	16	70	40	4
Joliet	3	4	2	1	1	1	0	12	7	1
Mobile	6	2	2	7	5	1	2	18	8	3
New Orleans	18	1	1	7	3	1	2	32	2	0
New York	46	9	1	27	10	0	14	102	24	2
Norfolk	13	19	3	13	16	2	8	30	35	5
Oakland	23	8	0	11	3	0	4	43	11	2
Philadelphia	3	4	1	3	3	1	2	7	4	4
Puerto Rico	6	5	1	4	2	0	2	17	12	2
Tacoma	30	16	3	25	7	2	14	67	19	3
St. Louis	2	0	0	3	1	0	1	2	1	0
Wilmington	27	21	0	28	10	0	13	77	30	1
TOTALS	329	160	25	226	98	18	112	689	287	36
Engine Department										
Algonac	8	7	1	1	0	0	0	10	10	2
Anchorage	2	2	0	2	0	0	0	1	2	0
Baltimore	1	4	0	3	3	0	1	4	5	0
Fort Lauderdale	5	5	2	7	2	2	2	11	10	3
Guam	0	1	0	1	2	1	0	0	1	0
Honolulu	6	3	0	5	4	0	3	13	11	0
Houston	13	10	0	15	5	0	4	28	20	0
Jacksonville	25	20	0	18	12	1	9	42	29	10
Joliet	4	3	0	0	1	0	0	6	7	0
Mobile	7	1	1	2	0	1	0	19	4	3
New Orleans	3	3	0	2	2	0	1	6	2	1
New York	18	11	1	10	6	1	5	27	20	2
Norfolk	6	11	1	7	11	0	5	20	17	2
Oakland	12	3	0	9	4	1	1	18	8	1
Philadelphia	2	2	2	2	1	1	1	4	2	1
Puerto Rico	1	4	0	2	5	1	2	2	8	2
Tacoma	18	2	1	9	2	1	7	24	12	0
St. Louis	1	1	0	0	1	0	1	3	5	0
Wilmington	15	5	0	10	6	0	9	24	17	4
TOTALS	147	103	10	105	68	10	51	263	200	32
Steward Department										
Algonac	7	0	1	2	0	0	1	9	2	2
Anchorage	0	0	0	0	1	0	0	0	0	0
Baltimore	1	3	0	2	1	0	1	2	3	0
Fort Lauderdale	13	1	0	10	0	2	4	17	3	0
Guam	1	2	0	0	2	0	0	2	1	0
Honolulu	10	3	0	5	1	1	2	29	3	0
Houston	20	2	2	12	2	0	10	35	10	2
Jacksonville	17	4	0	14	6	0	7	31	8	3
Joliet	2	0	0	0	0	0	0	4	3	1
Mobile	5	1	0	6	2	1	1	6	2	1
New Orleans	4	0	1	2	2	0	2	8	4	1
New York	24	5	0	13	3	0	5	33	7	0
Norfolk	13	8	5	10	7	0	1	18	10	7
Oakland	18	4	0	10	5	0	4	38	6	2
Philadelphia	5	0	0	5	0	0	1	3	0	1
Piney Point	3	1	1	1	0	0	0	6	3	1
Puerto Rico	2	1	0	3	0	1	2	3	5	0
Tacoma	20	3	1	19	5	0	8	27	2	1
St. Louis	3	0	0	1	0	0	0	4	0	0
Wilmington	19	5	1	19	4	0	11	43	5	1
TOTALS	187	43	12	134	41	5	60	318	77	23
Entry Department										
Algonac	2	19	9	0	0	0	0	7	35	18
Anchorage	0	1	0	0	1	0	0	0	1	0
Baltimore	0	1	1	0	1	2	0	0	3	0
Fort Lauderdale	1	4	2	1	4	3	1	0	12	2
Guam	0	1	0	0	0	0	0	0	1	0
Honolulu	0	6	5	1	3	1	0	4	12	10
Houston	2	7	4	2	4	2	0	8	15	7
Jacksonville	1	9	12	0	5	3	1	1	18	23
Joliet	2	5	0	0	0	0	0	2	13	1
Mobile	0	0	0	0	1	0	0	2	2	3
New Orleans	3	4	0	1	2	0	0	3	7	1
New York	5	23	7	5	13	4	4	14	42	20
Norfolk	0	10	21	1	9	5	0	0	25	42
Oakland	3	8	4	3	13	2	0	5	18	7
Philadelphia	0	1	0	0	1	0	0	1	1	2
Piney Point	0	0	0	0	1	0	0	0	0	1
Puerto Rico	1	2	1	1	1	1	0	1	1	0
Tacoma	10	5	4	7	8	5	3	10	13	11
St. Louis	0	0	0	0	0	0	0	0	1	0
Wilmington	3	18	21	4	15	9	7	12	42	40
TOTALS	33	124	91	26	82	37	16	70	262	188
GRAND TOTAL:	696	430	138	491	289	70	239	1,340	826	279

Maritime Industry 'Critical' to National Security

U.S. Military's Reliance on Merchant Marine Remains Strong

From the military's perspective, there is no doubt that America's national and economic security remain dependent on a strong U.S. Merchant Marine.

That message was delivered emphatically to the Maritime Trades Department (MTD) executive board by the deputy commander of the U.S. Transportation Command (USTRANSCOM), the national president of the Navy League of the United States, and a retired Navy rear admiral currently serving as superintendent of Texas A&M Maritime Academy. USTRANSCOM Deputy Commander Vice Adm. William Brown and Rear Adm. Robert Smith (USN) (Ret.) addressed the board Feb. 13 while Navy League President James Offutt spoke on Feb. 14.

All three speakers stressed the importance of supporting laws and programs that allow America to maintain a strong sealift capability – primarily the Jones Act, the Maritime Security Program (MSP), and cargo preference including Food for Peace. They also focused on the efficient, respectful and productive partnerships that exist between the U.S. commercial maritime sector and the military. They stressed the need to maintain a robust shipbuilding capability.

Brown represents the agency that oversees global transportation for the Defense Department. He said his organization "relies on the sage counsel of people like Mike (MTD and SIU President Michael Sacco) and the rest of the team. I really am here to say thank you to all of you."

He continued, "In the military, over 90 percent of our DOD requirements

we have, and the commercial maritime industry plays a huge part in our supply chain – in our success – and again, we thank you very much."

He described the MSP as critical to preserving readiness by helping maintain a pool of mariners and ships. Brown also said USTRANSCOM leaders are encouraged by the Maritime Administration's (MARAD) efforts to establish a national maritime policy. Not doing so would lead to further decline of the U.S.-flag fleet, which "puts not only our mission at risk but our nation, and this is unacceptable."

He repeated a comment from Gen. William Fraser, commander of the agency, who addressed the MTD convention last year: "You are the backbone of our success." Well, nothing has changed, and this fact will become even more evident in the future."

Offutt had a distinguished military career as a weapons systems acquisition manager and a pilot, which included flying more than 200 combat missions during four Vietnam tours of duty. In industry, his background includes serving as president of Rosslyn Group and National Capital Group. He now heads an advocacy organization that promotes not just the military sea services but also the U.S. Merchant Marine.

He told the audience he grew up in a strong union town (Pittsburgh) and felt right at home with the MTD crowd.

The Navy League, Offutt said, "Wants to be the trusted partner of the maritime industry and MARAD.... Not only is a strong naval presence necessary for our defense, but it's integral to our commerce.... The U.S.-flag (commercial)



Vice Adm. William Brown
Deputy Commander, USTRANSCOM

"Our active enemies are as numerous and committed as they were at the peak of the recent Middle East conflicts," he said. "If anything, America's ability to respond to threats will have to intensify as our enemies' center of gravity and activities disperse outside the focused areas where we have operated for the last few decades."

"Remember, we're an island nation. We're dependent on our trade and on our seafaring group to protect us."

He discussed the American military's current and projected needs, and concluded that meeting those requirements depends on a viable U.S. Merchant Marine.

"There's a phrase: presence with the capability to engage," Offutt explained. "That's the primary requirement and the strength of our sea services. Presence is achieved through global movement of our ships that provide diplomacy, humanitarian assistance or combat capability. It's imperative that we fund an aggressive shipbuilding program and modernization program. A sustained maritime superiority is paramount to supporting the U.S. economy."

U.S. sealift capabilities "depend on

having a sufficiently large fleet of U.S.-flag merchant marine vessels in ocean-going service with skilled U.S. maritime labor to crew each of those ships," he added.

He also said America must strengthen its cargo preference laws, and maintain the MSP and Jones Act.

"The Navy League supports a sealift capability that remains ready to support our nation should its resources be required for crisis or war," Offutt said. "We will continue to work each day to make sure that elected officials and the American public understand what the sea service needs to accomplish this, and the implications for our national security if they are unable to maintain that readiness."

Although Smith now works in an academic setting, his background includes significant Navy assignments such as serving as deputy commander of the U.S. Military Sealift Command (MSC); commander of MSC Europe during Operation Desert Shield and Operation Desert Storm; and work at USTRANSCOM.

"I am first and foremost for the American fleet," he stated. "It's absolutely vital for this country's strategic interest to reinvigorate, to have a maritime strategy and build the American fleet. I don't have all the answers, but I know one thing: If we do not maintain our influence on the high seas, this country is going to recede. Seventy percent of the globe is ocean.... We have to build the American fleet, and there's a defense element to it."

He said America will fall victim to myriad problems if we cannot enforce the right of safe passage on the high seas.

Smith also spoke about helping develop a maritime strategy that builds up the fleet.

"It really is important that we have the ability to build ships with American labor and American expertise, and to keep our shipbuilding capacity," he said. "All of this is important for the future of this country. We really cannot have a strong defense without a strong economy, and we can't have a strong economy without a strong national defense. It works hand in hand."

He concluded, "I'm thankful for what your organizations do, and I think believe we can have a win-win situation for everybody."

"It's American ships and American seafarers who have always come through for us in times of peace, war or national emergency. We shouldn't expect anything different in the years ahead."

- Vice Adm. William Brown, Deputy Commander, USTRANSCOM

travel by the sea. It's quite important to us. We are a nation that relies on the maritime industry as a critical component of our country's economy as well as our national security. It's your efforts today, and day in, day out, across the industry that allow us to meet war fighter requirements. From crewing the merchant fleet to the impressive shipbuilding efforts in our U.S. shipyards, your collective effort across the enterprise makes us viable and ready....

"It's American ships and American seafarers who have always come through for us in times of peace, war or national emergency," Brown added. "We shouldn't expect anything different in the years ahead. We will continue to rely on the people who build these ships and man them as their crew. And I am reminded that they are often in harm's way themselves. We're grateful for those sacrifices and we're grateful for the sacrifices their families contribute as well."

Brown provided an overview of USTRANSCOM and an update on current operations, including ones involving the SIU-crewed *Cape Ray* (deployed to assist in disposing of Syrian chemical weapons) and the SIU-crewed *Maersk Peary* and *Maersk Illinois* (sailing for the annual Operation Deep Freeze mission in Antarctica).

The agency's commercial partners are vital, Brown stated.

"Our supply chain at TRANSCOM is a worldwide, interdependent enterprise reliant on infrastructure," he explained. "We can also operate where we don't have infrastructure. No other country in the world has the capabilities that

fleet, just like the Navy, is necessary for national security and economic prosperity."

He echoed a point made by other speakers: As fewer military cargoes are available because of reduced operations in the Middle East, our nation cannot afford to let commercial resources dwindle.

America also must keep its guard up, Offutt said.



Rear Adm. Robert Smith (USN) (Ret.)
Superintendent
Texas A&M Maritime Academy



James Offutt
President
Navy League of the United States

Rep. Green Voices Support For Key Maritime Laws

It didn't take long for U.S. Rep. Gene Green (D-Texas) to remind the audience at Houston's MTD gathering why he is such a close ally to the maritime industry. He made his views known right from the start.

"I have forever supported the Jones Act," Green said of the maritime law that ensures all cargo traveling between U.S. ports moves on American-built, American-flagged vessels with American crews and owners. The law serves as part of the backbone of the U.S. Merchant Marine and generates more than \$100 billion in annual economic output and more than 500,000 American jobs.

"We don't need one dent in those 500,000 jobs," Green told the audience. "In fact, we need more of them."

Despite these benefits, the Jones Act has been repeatedly attacked in Washington. Since his election to Congress more than 20 years ago, Green has remained a champion and advocate for the maritime industry and laws like the Jones Act.

"Over the years we've had some challenges (with attacks on the Jones Act)," Green said. "The Jones Act probably has the most challenges I've seen since I've been in Congress."

Green also brought up the fight for the nation's Food for Peace program. The 60-year program, which was recently renewed, ships food to starving people around the world and has been one of the country's most successful foreign policy initiatives.

The food is grown on American farms, shipped on American vessels and bears a stamp that lets those who receive it know where it comes from. This policy results in more than 44,000 American jobs, helps maintain a fleet of U.S.-flag vessels and improves America's standing in the world.



U.S. Rep. Gene Green (D-Texas)

It also helps maintain a pool of American mariners who are available to crew military support ships.

"I cannot count the hundreds of millions of people our country has fed over the last 60 years," Green said. "And when you see those bags with 'Product of the USA' on it, you know where they come from and the folks know where they came from."

Lately, however, a movement has been underway to reduce the program into a cash giveaway that would send money instead of

food. Green has been among the critics of that approach and argued that enacting such a policy would not only cost Americans their jobs, but would also lessen the chance that starving people get the food they so desperately need.

"I want to make sure the [food is] on U.S.-flag ships. I also want those products to come from our farmers to make sure we have that market," Green said, adding that the program also plays a vital role in maintaining the U.S.-flag fleet for times of war

or emergency.

"If we didn't have those U.S.-flag ships then they wouldn't be available when we really need them," Green said. "I know a lot of seafarers served taking cargo to Iraq and taking cargo all over the world to help our military."

Speaking more locally, Green touted the importance of the maritime industry and labor movement in his home state of Texas. He added that his district, which covers the eastern portion of Houston, is among the friendliest labor regions in the state.

"I probably have the most unionized district in Texas," Green said. "The Houston area is very friendly to labor."

Like many of the other speakers, Green highlighted the success of the Port of Houston and the recent addition of union representatives – including SIU Gulf Coast Vice President Dean Corgey – to the Houston Port Commission.

"We are a seafaring community here," Green said. "And we would not have the success in the Houston area without the Port of Houston."

Houston Port Commission Chairman Janiece Longoria, who also spoke at the MTD event, said much of the port's success had to do with the area's congressional delegation. She specifically pointed to Green as someone who helped secure funding and promote policies that allowed the Port of Houston to thrive.

"He's been very effective for the Port of Houston in helping us with federal support of our infrastructure, security needs, etc.," Longoria said.

And judging by the port's impact on the local economy, Green said such work was very rewarding.

"This is probably the best economy here that I remember," he said.

Labor Leaders Say Movement Must Expand Throughout Nation

Representing the diversity found in the labor movement and the country as a whole, AFL-CIO Executive Vice President Tefere Gebre and Texas AFL-CIO President Becky Moeller told the MTD's Houston gathering the labor movement must cast a wider net in order to survive.

The labor movement, they said, must take the fight for workers' rights and collective bargaining to places where labor hasn't been traditionally welcomed. But, as both of their histories and bodies of work have shown, those fights can be won and unions can continue to expand their membership rolls.

Gebre – who was elected as the first foreign-born person to one of the top three leadership positions in the AFL-CIO – said he spent much of his career fighting for labor in places once thought to be anti-union. He pointed to his time heading the labor council in Orange County, California, a deeply conservative area of the country previously known for virulent anti-worker policies.

"People thought we were crazy trying to do stuff in Orange County. What I saw was, when we work together, miracles can happen," Gebre said. "We have now doubled our union membership in that one county. We have deeply built relationships in that community."

That success, he added, should be an inspiration and a blueprint for those fighting for workers' rights throughout the country.

"We need to do this everywhere," Gebre said. "If we can do that in Orange County, then there's no reason why we cannot win in Texas, why we cannot win in Florida, in Mississippi."

Moeller, who is the first woman to lead the AFL-CIO in Texas, said a similar zeal

has led to huge gains in her state – a place long known for its so-called right-to-work laws and general hostility to the labor movement. The very location of the MTD's meeting, Moeller said, was evidence of the serious gains being made in the state.

"You're in a union hotel and it's the largest union hotel we have in Texas," she said, referring to Houston's Hilton-Americas, the site of the meeting. "The local labor movement made that happen."

She added Texas increased the numbers of union workers in the state in 2012 and said she expects the 2013 numbers will show similar gains once they are released.

"It's not by accident," Moeller said. "It's by working with our affiliates and hard work."

Further evidence of labor's growing strength in Texas could be found in its work with the state legislature. Moeller said the Texas AFL-CIO has worked to kill several bills that sought to attack the labor movement, including one that threatened the Jones Act.

"We all have to work together to kill the bad stuff," Moeller said, adding that the movement is also active in fighting for pro-labor legislation, as well. "We're hopeful we can make some changes in Texas."

Both speakers said the hard work will have to continue if the movement is to survive and expand in the future. Without a collective effort in every state and local community, they said, that simply couldn't happen.

"Even the unions that are flourishing today, you won't be flourishing in two or three years if we don't grow the footprint of labor in Texas and every other state in this country," Moeller said. "We want to work with you."



Tefere Gebre
Executive Vice President
AFL-CIO

Gebre put it another way: It's time, he said, for the movement to start putting its ideas to action.

"We need to take those things out of the paper they are written on and take them out into the streets to fight for them. That is what America needs right now," Gebre said. "I'm frightened the American Dream is vanishing for millions of Americans."

Few people, in fact, have had a life story as emblematic of the American Dream as Gebre. Born in Ethiopia, he grew up surrounded by the ravages of war. In his speech, he described seeing classmates taken from their seats and executed during the school day.

"That's what drove me and a couple of my friends to skip out of our country to this promised land, this place called America," Gebre said. "When I was a little kid we had this dream of this place called America. There's this place on the planet where when you get up in the morning and go to work



Becky Moeller
President
Texas AFL-CIO

your work is honored and you are respected at your job."

Once in America, Gebre found a job with UPS and was able to become a union member for the first time. From there he worked his way up through the ranks, first running the Orange County labor council, then being elected the AFL-CIO's executive vice president.

"This country has been so good to me," Gebre said. "It gave me the opportunity to go to college, gave me the opportunity to join a union."

Those opportunities, he added, must be secured for generations to come. In order to do that, the movement will have to work hard state-by-state, community-by-community, and block-by-block.

"If we don't have the mechanism filtering down to where our members live, where our communities live, all of those things on paper don't mean anything," Gebre said. "That's why I'm so thrilled to work with you."

Houston's Success Hinges on Labor, Maritime Partnerships

Texas may have a reputation for being less than welcoming to the labor movement, but top Houston officials point to their labor partnerships and vibrant maritime industry as the engines that drive their city's massive economic success.

Addressing the 2014 winter executive board meeting of the SIU-affiliated Maritime Trades Department, AFL-CIO at Houston's Hilton-Americas Hotel, Houston Mayor Annise Parker and Houston Port Commission Chairman Janiece Longoria said the city simply couldn't thrive without its partners in labor and maritime.

Parker, who has served 17 years in Houston elected office, said she has worked tirelessly to fight for labor.

"I've been proud to have labor support and proud to stand up for labor after the elections," she said. "I hear all the time about how you can't do that (support labor) in Texas. I'm here to prove people wrong.... I'm here because it's important for Houston to send the message that we are a labor-friendly city."

Houston's partnership with labor has proven especially fruitful with the city's largest economic driver: the Port of Houston. Established in 1914, the Port of Houston has grown considerably over the years and has played an instrumental role in establishing Houston as one of the biggest cities in the United States.

"Without the Port of Houston, the city of Houston would not now be the fourth-largest city in the nation," Longoria said. "And we would not enjoy everything we have in our economy here today."

Acknowledging that union workers are the driving force in the Port of Houston's growth and success, the city recently appointed two representatives from the labor movement to serve on the Houston Port Commission for the first time in its 100-year history. One of those appointees was

Mayor, Port Commission Chairman Address MTD



Annise Parker
Mayor
Houston

SIU Gulf Coast Vice President Dean Corgy.

Parker said she has made promoting opportunities for labor and its representatives a top priority during her time in office. Wherever she has the chance, Parker said she has fought to ensure labor is represented and has a powerful voice.

"I made a commitment every time I have run that I would try to make sure labor was represented on all city boards and commissions," Parker said. "I have looked to labor and we will continue to work together to make sure that our kids have opportunities to create careers with good jobs and good wages and good benefits that can sustain their families. I am committed to that and I



Janiece Longoria
Chairman
Houston Port Commission

know my brothers and sisters in labor who are here today are committed to that as well."

Parker added that's been especially true when it came to the city's port commission.

"I made the commitment when I ran for mayor that I would absolutely work to make sure labor was represented on our port commission for the first time in the 100-year history of the Port of Houston," she said. "I'm so proud.... Seafarers are at the table when decisions are being made at the Port of Houston. We have a great future together."

Longoria, meanwhile, said she couldn't agree more.

"The mayor is correct in saying it's

important to have labor at the table for the Port of Houston. Frankly, nothing gets done at the Port of Houston without the efforts of the men and women that labor on the docks, the seafaring vessels, the maritime trades," she said. "We are creating jobs at a pace of almost two to three times that of the national average. Of course, an important partner to the Port of Houston's success and in our continued growth is the positive relationship we have with labor."

She further described that relationship as a win-win for everyone involved.

"Commissioner Corgy ... will verify that our labor relations, we believe, are the best in the nation," Longoria said. "Because we know that without a skilled labor force and without well-compensated labor, compensated labor that is able to take care of their families ... we wouldn't be the great port that we are today."

The port's success has also been touted by some high-profile national figures. Vice President Joe Biden and Transportation Secretary Anthony Foxx visited the port in November and vowed to be major advocates for the port and maritime industry.

"They were very impressed," Longoria said. "Joe Biden confirmed that he believed the federal investment in port infrastructure was one of the best things the federal government could do because it's a no-brainer in terms of investment."

Houston has also found that its investments in the port and relationships with labor and maritime have been no-brainers as well. The successes of those investments and relationships have already resulted in serious economic benefits and there are no signs of it slowing down.

"For generations, families of this region have depended on the Port of Houston for good jobs," Longoria said. "It is our responsibility to continue fueling this economic engine. So thank you for your partnership."

Jones Act Greatly Benefits America

AMP Chairman Points to Economic, Security Advantages

The nation's freight cabotage law offers a wide range of benefits without costing the government a penny, and should be hailed as both a commercial and public policy success.

That's what Thomas Allegritti said in his Feb. 14 remarks at the Maritime Trades Department (MTD) meeting in Houston. Allegritti chairs the powerful American



Thomas Allegritti
President & CEO
American Waterways Operators

Maritime Partnership (AMP), whose 450-plus member organizations (including the SIU) promote the domestic maritime industry; and he also serves as president and CEO of the American Waterways Operators (AWO), the national trade association representing the inland and coastal tugboat, towboat and barge industry.

In an upbeat report on the state of the industry, Allegritti underscored the importance of political action and the direct link between Jones Act stability and maritime growth. He also reminded the audience that the Jones Act pumps billions of dollars each year into the U.S. economy while helping sustain nearly 500,000 jobs.

In the U.S., there are approximately 4,000 towing vessels and 26,000 barges operating on the inland waterways, coasts, Great Lakes, ports and harbors. They move 800 million tons of cargo each year.

The Jones Act requires that cargo moving between domestic ports must move on vessels that are crewed, flagged, built and owned American. Most other industrialized nations have similar laws reserving domestic commerce for their own flags.

"This law provides a vital merchant marine that stays under American control," Allegritti stated. "The result is not just good for us but it's good for our country."

"I'm very pleased to report to you that the state of the Jones Act and the domestic maritime industry is stronger than it has been at any time in recent memory. Our industry is undergoing a resurgence that's fueled by new, exciting developments in the movement of energy cargoes.... We're witnessing a surge in the construction of American vessels the likes of which we have not seen in many years."

He cautioned, however, that no one should forget "that this resurgence has its roots in a confidence that the Jones Act is and will remain the law of the land. It is our collective responsibility to ensure its preservation."

Expanding on the topic of shipbuilding, Allegritti pointed out, "These are state-of-the-art vessels. There is

now a long list of containerships, tankers, ATBs, dredges, tugs, barges and other vessels under construction or on the order books. In a typical year, American shipyards build more than 1,000 vessels, and this new surge has grown even beyond that.

"In short, this is an industry that is investing billions of dollars to ensure its resilience. This investment and this growth simply would not happen without the Jones Act, which gives American companies the confidence to make these multi-billion-dollar investments."

Things weren't always as promising. Allegritti recalled that when AMP was formed nearly 20 years ago, grave concerns existed about the industry.

However, Allegritti said that the leadership of MTD President Michael Sacco (who also is president of the SIU) helped get the industry back on course.

"Not many of you may know this, but Mike was the leader of the effort to establish AMP two decades ago," Allegritti said. "I remember very vividly the speech where he told us that if we didn't get our act together and build a national coalition to come together in defense of the Jones Act, that we were going to lose the Jones Act. He was our wakeup call."

Allegritti also saluted the long-running efforts of James Henry, chairman of the Transportation Institute and past chair of AMP (currently vice chairman), whom he described as a highly effective elder statesman: "His leadership over the last two decades has been absolutely critical to AMP's success."

A unified approach is only one key to victory, however. Allegritti said political action is also vital -- and on that front, maritime labor sets a great example.

"You play an indispensable role in building support for the Jones Act and for our industry on Capitol Hill and with the executive branch," he said. "In many ways, the work that AMP does takes its cue from maritime labor. You all have really perfected the art of building relationships on Capitol Hill, and it really is an art. Not everybody gets it right. You go tirelessly to the Hill in times of plenty and in times of want -- to build relationships, to educate members of Congress and their staffs. You do it day in and day out over years that have stretched into decades. You provide members of Congress with accurate,

Continued on Page 11



Tom Bethel
President
AMO



Jim Given
President
SIU of Canada



Robert Scardelletti
President
TCU



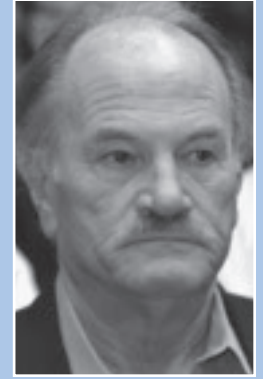
Joe Nigro
President
Sheet Metal Workers



Roman Gralewicz
President Emeritus
SIU of Canada



Ron Kloos
National VP
TCU



Gunnar Lundeberg
President
SUP



Anthony Poplawski
President
MFOW



Ron Krochmalny
President
Michigan Port Council

MTD at a Glance

The Maritime Trades Department is a constitutionally mandated department of the AFL-CIO. It was formed in 1946, and its 21 affiliates include the SIU. Altogether, those unions represent more than 5 million members. The MTD also features 21 port maritime councils.

SIU President Michael Sacco also serves as MTD president, a post to which he most recently was re-elected in 2013.

The coverage on pages 7-11 reflects some of the happenings at this year's MTD executive board meeting, which took place Feb. 13-14 in Houston. Check out the MTD's website (maritimetrades.org) for additional information about the department.



Daniel Duncan
Secretary-Treasurer
MTD



Scott Winter
VP
MTD



Augie Tellez
Executive VP
SIU



David Heindel
Secretary-Treasurer
SIU



Nick Marrone
VP West Coast
SIU



MTD President Michael Sacco, Houston Mayor Annise Parker and SIU VP Gulf Coast Dean Corghey



Tommy Orzechowski
VP Great Lakes
SIU



Joseph Soresi
VP Atlantic Coast
SIU



George Tricker
VP Contracts
SIU



David Kolbe
Political and Legislative
Representative
Iron Workers



John Baker
President
Cleveland Port Council



Brian Bryant
Chief of Staff
IAM



Jerry Abell
Secretary-Treasurer
South Fla. Maritime
Trades Council



Brian Schoeneman
Legislative Director
SIU



Steve Bertelli
Secretary-Treasurer
Bakery Workers



Bernie Hostein
Asst. to President
Steelworkers



Joseph Condo
International VP
TCU

Union Official Updates Board on Lockout



Steve Bertelli, secretary-treasurer of the MTD-affiliated Bakery, Confectionery, Tobacco Workers and Grain Millers updated the executive board on a lockout involving more than 200 union members at Kellogg's in Memphis, Tenn. Kellogg's has told the workers the reason for the lockout (which started in October) is the company's desire to use "casual" labor in the cereal plant and to "introduce" alternative work schedules. Both of these conditions violate the master contract between the union and the company. The board passed a statement supporting the Bakery Workers, and MTD President Michael Sacco also pledged the department's full backing.

Jones Act Affords Assorted Benefits

Continued from Page 9

fair information and the results speak for themselves. You guys always play the long game and not everybody does that well. You do."

He said AMP's lobbying activities are modeled after those of organized labor and emphasized, "We have a powerful story to tell about how critical the industry is to America's success. This is an industry that provides real, family-wage jobs that truly epitomize the American dream. In his State of the Union address, the president talked about ladders of career opportunity. You can't find a better example of a ladder of career opportunity than the one our industry offers young men and women, and the Jones Act is what makes this opportunity possible (because of) jobs that can't be outsourced."

When it comes to security, Allegretti said both the Defense Department as a whole and the U.S. Navy in particular "strongly support the domestic maritime industry, and the Jones Act as its statutory foundation, because strong vessel operating companies, a skilled, available supply of mariners, and a robust shipbuilding and ship-repair industrial base are critical force multipliers that the U.S. government must have, but could not sustain without the commercial American domestic maritime industry."

He concluded that AMP is proud of its partnership with labor and will not become complacent.

More Snapshots From The MTD Meeting



Rank-and-file Seafarers from the Port of Houston joined MTD/SIU President Michael Sacco (twelfth from right in black suit and tie) and other union officials for this photo at the conclusion of the executive board meeting.



Longtime SIU Bosuns Rafael "Monte" Pereira (left) and John Cain welcome attendees.



MTD President Michael Sacco (left) thanks Col. Richard A. Mallahan, USAF (Ret.) for the fine work turned in by the color guard. Col. Mallahan is commandant and chief of staff for the Corps of Cadets of the Texas A&M Maritime Academy.



Roman Gralewicz, president emeritus of the SIU of Canada, was a welcome face at the MTD meeting following a prolonged illness. The long-time friend of MTD/SIU President Sacco is pictured here with his daughter Desiree Gralewicz. Desiree serves as secretary-treasurer for the SIU of Canada.

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

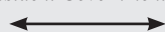
Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgrey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermet Mangram,
Vice President Government Services



HEADQUARTERS

5201 Auth Way, Camp Springs, MD 20746
(301) 899-0675

ALGONAC

520 St. Clair River Dr., Algonac, MI 48001
(810) 794-4988

ANCHORAGE

721 Sesame St., #1C, Anchorage, AK 99503
(907) 561-4988

BALTIMORE

2315 Essex St., Baltimore, MD 21224
(410) 327-4900

GUAM

P.O. Box 3328, Hagatna, Guam 96932
Cliffline Office Ctr. Bldg., Suite 103B
422 West O'Brien Dr., Hagatna, Guam 96910
(671) 477-1350

HONOLULU

606 Kalihi St., Honolulu, HI 96819
(808) 845-5222

HOUSTON

1221 Pierce St., Houston, TX 77002
(713) 659-5152

JACKSONVILLE

5100 Belfort Rd., Jacksonville, FL 32256
(904) 281-2622

JOLIET

10 East Clinton St., Joliet, IL 60432
(815) 723-8002

MOBILE

1640 Dauphin Island Pkwy, Mobile, AL 36605
(251) 478-0916

NEW ORLEANS

3911 Lapalco Blvd., Harvey, LA 70058
(504) 328-7545

NEW YORK

635 Fourth Ave., Brooklyn, NY 11232
(718) 499-6600
Government Services Division: (718) 499-6600

NORFOLK

115 Third St., Norfolk, VA 23510
(757) 622-1892

OAKLAND

1121 7th St., Oakland, CA 94607
(510) 444-2360

PHILADELPHIA

2604 S. 4 St., Philadelphia, PA 19148
(215) 336-3818

PINEY POINT

P.O. Box 75, Piney Point, MD 20674
(301) 994-0010

PORT EVERGLADES

1221 S. Andrews Ave., Ft. Lauderdale, FL 33316
(954) 522-7984

SANTURCE

1057 Fernandez Juncos Ave., Stop 16
Santurce, PR 00907
(787) 721-4033

ST. LOUIS/ALTON

4581 Gravois Ave., St. Louis, MO 63116
(314) 752-6500

TACOMA

3411 South Union Ave., Tacoma, WA 98409
(253) 272-7774

WILMINGTON

510 N. Broad Ave., Wilmington, CA 90744
(310) 549-4000



Inquiring Seafarer

Editor's note: This month's question was answered by SIU members in Piney Point, Md.

Question: What was your first time sailing like?



Alexandra Tittsworth
Oiler

It was a blast. I learned a lot. It was a little bit intimidating starting out at the bottom of the gangway, but everybody was really nice. I was just standing there and someone peeked his head over and said, "You can come on up." I still pretty much knew what to expect, though. My dad sailed and my mom used to do automation.

Abdulnaser Saeed
Oiler

That was a long time ago, about 14 years. My first ship sailed out of



New York and went to Greece. I was on that ship for nine months. The first time I was a little nervous. I had never been on a ship before. The other guys helped me out a lot and everything was alright. I learned a lot and it was a lot of fun.



Grant Gutter
Engineer

It was easy and fun. I wasn't nervous or anything. Everyone on the

ship, they were all cool. There were only four of us and it went for about five days.



Shari Hinton
GUDE

Every day in this industry is a new experience. My first time sailing was for 177 days out of New York and it was very, very hot. Everybody was like, come on the ship, get your job done. I got to bond with them and we helped each other out a lot. I got the hang of things pretty quickly. My first captain was also very nice. That was important. If the captain is a good person, then the crew will be happy.

Gina Lucas
Chief Cook

We went from Tacoma to Hawaii. What a great run. I got to see dolphins and beautiful sunsets at



night. My steward was really attentive and showed me the ins and outs. He made me feel like one of the crew. I had it great because of that. The rest of the crew was really helpful, too. The crew made my experience. The crew made everything worthwhile.



Jimmy Hargrove
OS

It was something I had never expected to do – it

was different than I imagined. The crew was welcoming and helpful and patient. When I stepped foot on the deck it just really hit me. I didn't know what to expect. Everything was new and kind of strange. I was really surprised by the bridge. It's not like the models make it out to be.



Lamond Fulton
Chief Cook

You've just got to get used to those waves. I got seasick. It was April when we sailed and the seas were still a little rough. I had a good time, though. People look forward to coming to the galley. As long as you've got a good menu and the food is good, they're happy to see you. It was also a great experience. Just being able to see different culture and how they look at us was interesting. It was like living a dream, basically.

Pic-From-The-Past



This file photo from a 1956 edition of the LOG ran with the following caption: "John Zananski, 3, finds a suitable title for easy reading in one of the library racks at the headquarters shipping hall, as his dad, Frank Zananski, oiler, looks on. It's a baseball book, so Zananski has busy days ahead." (Headquarters at that time was in New York.)

If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, please send it to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to webmaster@seafarers.org

Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



DEEP SEA

WILLIAM BRYLEY

Brother William Bryley, 61, became an SIU member in 1979. He initially worked aboard the *Philadelphia*. Brother Bryley was born in Baltimore. He attended classes on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Bryley sailed in the steward department. His most recent trip to sea was on the *Horizon Enterprise*. Brother Bryley makes his home in Puyallup, Wash.



ARNULFO CALDERON

Brother Arnulfo Calderon, 65, joined the union in 2001 during the SIU/NMU merger. The deck department member upgraded in often at the Piney Point school. Brother Calderon most recently shipped aboard the *USNS 1st Lt. Harry Martin*. He calls Bronx, N.Y., home.



LEONARDO CORTEZ

Brother Leonardo Cortez, 71, started sailing with the Seafarers in 1999. He was originally employed on the *Independence*. Brother Cortez was born in Manila and shipped in the engine department. He enhanced his skills frequently at the maritime training center in Piney Point, Md. Brother Cortez's most recent ship was the *Green Ridge*. He is a resident of Aiea, Hawaii.

MANUEL DELGADO

Brother Manuel Delgado, 64, joined the SIU ranks in 2001 when the NMU merged into the SIU. His most recent ship was the *Maersk Georgia*. Brother Delgado worked in the steward department. He upgraded in 2001 and 2008 at the Paul Hall Center. Brother Delgado resides in Pawtucket, R.I.

ISHAM DIXON

Brother Isham Dixon, 65, signed on with the SIU in 1977 while in the port of New York. He initially shipped on the *Pittsburgh* as a member of the deck department. He often took advantage of educational opportunities available at the union-affiliated school in Piney Point, Md. He most recently sailed on the *APL Cyprine*. Brother Dixon was born



in New York and has settled in Jasper, Tenn.

ROBERT EASLEY

Brother Robert Easley, 70, began sailing with the union in 1991. His first ship was the *Independence*; his most recent was the *Horizon Tacoma*. The steward department member attended classes frequently at the maritime training center in Piney Point, Md. Brother Easley lives in Victor, Mont.

JOSE GOMEZ

Brother Jose Gomez, 64, donned the SIU colors in 1976 in the port of Baltimore. He originally sailed aboard the *Puerto Rico*. Brother Gomez shipped in the deck department. He upgraded often at the Paul Hall Center in Piney Point, Md. Brother Gomez's most recent trip was on the *Global Sentinel*. He resides in Oceanview, Del.



DORRIS JAMES

Sister Dorris James, 71, joined the Seafarers in 1991. The deck department member's earliest trip was on the *USNS Contender*. Sister James' most recent ship was the *Observation Island*. She makes her home in Duck Hill, Miss.

TERRY MCQUILLEN

Brother Terry Mcquillen, 71, began sailing with the union in 1994. He initially shipped in the inland division aboard an OSG Ship Management vessel. In 2002, Brother Mcquillen attended classes at the SIU-affiliated school. The deck department member was last employed on the *Cape Henry*. He is a resident of Philadelphia.

FERNANDO OYAO

Brother Fernando Oyao, 65, joined the SIU in 1998. His first trip was aboard the *Overseas Boston*. Brother Oyao upgraded in 2002 at the maritime training center in Piney Point, Md. The deck department member last worked on the *Green Ridge*. Brother Oyao calls Anchorage, Alaska, home.



WALTER QUINN

Brother Walter Quinn, 73, became an SIU member in 2005. His earliest trip was on the *Energy Enterprise*; his most recent was on the *National Glory*. Brother Quinn was born in Boston and sailed in the deck department. He lives in Brewster, Mass.

MELTON SAM

Brother Melton Sam, 57, signed on with the Seafarers in 2001 during the merger between SIU and NMU. A member of the deck department, Brother Sam was last employed aboard the *Horizon Challenger*. He resides in Houston.

NASSER SHAIBI

Brother Nasser Shaibi, 66, started sailing with the union in 1975 while in Seattle. The engine department member's earliest trip was on the *Galveston*. Brother Shaibi's most recent ship was the *El Faro*. He was born in Yemen and now makes his home in Rochester, N.Y.

JAMES STILLER

Brother James Stiller, 67, began shipping with the SIU in 1978 while in New Orleans. He initially sailed on the *Point Susan*. Brother Stiller was a deck department member. Prior to his retirement, he worked aboard the *Stonewall Jackson*. Brother Stiller calls Pearl River, La., home.

RODGER TAYLOR

Brother Rodger Taylor, 57, joined the SIU in 1979 in Philadelphia. He sailed as a member of the deck department. Brother Taylor's first trip was on the *Overseas Washington*. He attended classes on multiple oc-

casions at the union-affiliated school in Piney Point, Md. Brother Taylor last worked aboard the *USNS Regulus*. He is a resident of Mt. Ephraim, N.J.

ANDREA URSEM

Sister Andrea Ursem, 65, began sailing with SIU in 1998. Sister Ursem originally worked on the *USNS Bowditch*. In 2002, she took advantage of educational opportunities at the Paul Hall Center. Sister Ursem sailed as a steward department member. Her final trip was aboard the *USNS Pathfinder*. Sister Ursem settled in her native state, Ohio.

INLAND

ROBERT GATES

Brother Robert Gates, 67, signed on with the union in 1998. His earliest trip was with Riverboat Services Inc. Brother Gates sailed in the engine department. He enhanced his skills in 2002 at the Piney Point school. Brother Gates was last employed on the *Savannah*. He lives in Chalmette, La.

EDWARD STRAUSS



Brother Edward Strauss, 62, donned the SIU colors in 1977. He initially worked with National

Marine Services. Brother Strauss was a deck department member. He was born in Florida, and he upgraded his seafaring skills in 1978. Brother Strauss' final trip was aboard a Moran Towing of Texas vessel. He resides in Maysaryktown, Fla.

ROBERT ZIENTAK

Brother Robert Zientak, 62, became an SIU member in 1972 while in the port of Baltimore. Brother Zientak worked with McAllister Towing of Baltimore as a member of the deck department for the duration of his career. He enhanced his skills frequently at the Piney Point school. Brother Zientak makes his home in Baltimore.



NATIONAL MARITIME UNION

ROBERT LITTLETON

Brother Robert Littleton, 77, joined the SIU in 2001 when the NMU merged into the Seafarers International Union. He lives in Onancock, Va.



This Month In SIU History

Editor's note: The following items are reprinted from previous editions of the Seafarers LOG

1941

More than 2,500 members of the Atlantic and Gulf Districts participated in the election of officers of the SIU, Atlantic and Gulf District for 1941. This was the first election conducted since the two districts were amalgamated into the one district. The election covered the Atlantic District Representative, the Gulf District Representative, and Port Agents and Patrolmen in all ports from Boston to Texas City and including San Juan, Puerto Rico.

1942

The SIU-contracted freighter *SS Cassimir* was rammed by the *SS Lara* early in the morning off the coast of North Carolina and sank rapidly, taking with her at least six SIU members and the chief mate. The same week, the *SS Raritan* struck a shoal at Frying Pan Shoals around 1 a.m. Fortunately, the entire crew was picked up by a U.S. Coast Guard vessel and landed at Oak Island and was given transportation back to New York. During this same week, the *SS Marore* was attacked around midnight by three German submarines. Even though she was torpedoed and hit by more than 100 shells, the entire crew escaped on lifeboats. One of the boats rigged a sail and made port at Cape Hatteras. The other two boats, containing 25 men, were spotted by a Navy plane which directed a ship to their rescue.

1945

An Agents' Conference convened in New York March 13, and took several actions designed to streamline and strengthen the SIU. Much attention was given to the necessity of organizing non-union

companies and as a result, the new post of Director of Organizing was established and Paul Hall was appointed by to the position by the Agents' Conference. He will handle this job in addition to the job of New York Port Agent.

1955

The membership of the Seafarers International Union, Atlantic & Gulf District, has ratified a newly negotiated contract clause establishing a seniority hiring provision with contracted companies. The new hiring system involves three classes of seniority. Members sailing before Dec. 31, 1950 got "A" ratings; Members sailing regularly since Jan. 1, 1951 were rated Class "B" and members who had no time aboard SIU ships before Jan. 1, 1955 or who had not shipped regularly during the periods to cover classes A and B received the "C" rating. In the future, seamen with "A" ratings will receive preference over the other two categories for job calls and the "B"-rated seamen will receive preference over "C" members.

1963

The Seafarers International Union will represent the crew of the new cable ship, *SS Long Lines*. Crewmen have been flown to Hamburg, Germany to sail the ship, the world's largest cable ship, out of the shipyard where she was built and take her on sea trials. Her initial job will be to complete an underwater cable network throughout the Caribbean, connecting Florida, Jamaica, Panama and South American points. Since there is no other large cable ship running under the U.S. flag, the SIU negotiated a special manning scale to cover the crew. When the ship arrives in the United States, SIU crew members will take part in a training period for several weeks to prepare for the cable laying operations.

Final Departures



DEEP SEA

LUIS GONZALEZ

Pensioner Luis Gonzalez, 76, died August 22. He joined the Seafarers in 1968 while in New York. Brother Gonzalez initially sailed on the *Warrior*. He was born in Puerto Rico and sailed in the steward department. Brother Gonzalez was last employed aboard the *1st Lt. Baldomero Lopez*. He retired in 2003 and called Brooklyn, N.Y., home.

SALEH MUTHANA

Pensioner Saleh Muthana, 83, passed away June 1. Born in Yemen, he began sailing with the union in 1970. Brother Muthana first sailed on the *Detroit Edison*. He was a deck department member. Brother Muthana's final trip was aboard the *Independence*. He went on pension in 1995 and was a resident of Dearborn, Mich.



JAMES MYERS

Brother James Myers, 50, died August 28. He was born in Alabama. Brother Myers originally shipped with CSX Lines. He worked in the steward department. Brother Myers's most recently sailed aboard the *Champion*. He called Mobile home.



ELVES PRESLEEY

Pensioner Elves Presleey, 79, passed away July 31. He started shipping with the Seafarers in 1982. Brother Presleey's first vessel was the *Independence*; his last, the *Consumer*. He shipped in the engine department. Brother Presleey became a pensioner in 1999 and settled in Las Vegas, Nev.

HOOKER PRICE

Pensioner Hooker Price, 79, died August 25. He began sailing with the union in 1961. Brother Price was originally employed on the *Tam Guilden*. Brother The deck department member last shipped on the *Sam Houston*. Brother Price began collecting his retirement compensation in 1999. He was a resident of Chesapeake, Va.



VINCENT RATCLIFF

Pensioner Vincent Ratcliff, 92,



passed away July 14. He started shipping with the SIU in 1951. Brother Ratcliff initially sailed on the *Trinity*. He was a member of the deck department. Brother Ratcliff's last trip was aboard the *Leader*. He retired in 1986 and made his home in Wyoming, Ill.

INLAND

RAYMOND BRUMBACK

Pensioner Raymond Brumback, 66, died September 12. Brother Brumback signed on with the union in 1980. The engine department member sailed with Crowley Towing and Transportation of Jacksonville for the duration of his career. Brother Brumback was born in Lorain, Ohio. He became a pensioner in 2004 and was a resident of Lake Charles, La.



THOMAS DOHERTY

Pensioner Thomas Doherty, 78, passed away August 25. Brother Doherty first donned the SIU colors in 1962. He was a member of the deck department. Brother Doherty was a native of Philadelphia. His first trip was on the *Banner*. Brother Doherty last sailed with Turecamo Maritime. He went on pension in 1994 and lived in Cape May City, N.J.

KEVIN KELLY

Brother Kevin Kelly, 60, died August 12. He started sailing with the union in 2007. Brother Kelly was a member of the engine department. He worked with Harley Marine of New York. Brother Kelly made his home in Oxford, Pa.

STEPHEN MARTIN

Pensioner Stephen Martin, 48, passed away August 21. Brother Martin joined the union in 1982. He originally worked with Crescent Towing of New Orleans. The deck department member's final ship was the *Endurance*. Brother Martin was a resident of Lake Havasu City, Ariz.

NORMAN PIVA

Pensioner Norman Piva, 85, died October 4. Born in Fall River, Mass., Brother Piva signed on with the SIU in 1981. His earliest trip was with Interstate Oil Transportation Company. Brother Piva worked in the deck department. He was last employed with Great Lakes

Dredge and Dock. Brother Piva became a pensioner in 1990. He called Alstead, N.H., home.

Editor's note: The following brothers and sister, all former members of the National Maritime Union (NMU), have passed away.

JOHN BOSAK

Pensioner John Bosak, 87, died October 11. Brother Bosak was born in Swoyersville, Pa. He became a pensioner in 1966 and continued to call Pennsylvania home.

SAMUEL COMBS

Pensioner Samuel Combs, 86, passed away July 17. Brother Combs, a native of Whitesburg, Ken., began collecting his pension in 1968. He resided in De-funiak Springs, Fla.

ALRIC COOK

Pensioner Alric Cook, 79, died June 2. Brother Cook went on pension in 1999. He lived in Jersey City, N.J.

PHILIP DI RUSSO

Pensioner Philip Di Russo, 87, passed away August 19. Brother Di Russo was born in Somerville, Mass. He retired in 1991 and was a resident of Tampa, Fla.

RUDY DIXON

Pensioner Rudy Dixon, 78, died June 10. Born in Honduras, Brother Dixon became a pensioner in 1999. He called New Orleans home.

ALFRED EBANKS

Pensioner Alfred Ebanks, 85, passed away March 4, 2013. Brother Ebanks was born in the Cayman Islands. He retired in 1992 and resided in Humble, Texas.

GEORGE ELDRIDGE

Pensioner George Eldridge, 87, died June 6. Brother Eldridge was a native of Minnesota. He started receiving his retirement pay in 1992. Brother Eldridge made his home in Winnemucca, Nev.

BEN GANN

Pensioner Ben Gann, 83, passed away June 7. Brother Gann was born in Groesbeck, Texas. He began receiving his pension in 1994. Brother Gann lived in Port Arthur.

CARROLL GATES

Pensioner Carroll Gates, 85, died August 21. Brother Gates, a native of Indian Head, Md., started collecting his retirement compensation in 1968. He resided in Corpus Christi, Texas.

TEODORO GOMEZ

Pensioner Teodoro Gomez, 94, passed away June 5. Brother Gomez went on pension in 1967. He made his home in San Pedro, Calif.

DIONEDES JIRAU

Pensioner Dionesdes Jirau, 91, died June 17. The Puerto Rico native became a pensioner in 1985. Brother Jirau settled in Lares, P.R.

LOUIS JOSKA

Pensioner Louis Joska, 60, passed away July 11. Born in Maryland, Brother Joska started receiving his retirement compensation in 2008. He lived in Bourne, Mass.

JOHN LEBEKAS

Pensioner John Lebekas, 91, died July 31. Brother Lebekas was born in Boston. He began collecting compensation for his retirement in 1982 and made his home in Plymouth, Mass.

JOSEPH MARTIN

Pensioner Joseph Martin, 96, passed away July 17. Born in East Hampton, Mass., Brother Martin started receiving his pension in 1972. He lived in Houston.

JOSEPH MATTE

Pensioner Joseph Matte, 75, died June 24. Brother Matte, a native of Lafayette, La., began collecting his pension in 1997. He made his home in Eunice, La.

JORGE MOLINA

Pensioner Jorge Molina, 85, passed away June 2. Brother Molina was born in San Juan, P.R. He went on pension in 1986. Brother Molina continued to make his home in Puerto Rico.

WILLIE MOSLEY

Pensioner Willie Mosley, 79, died August 22. Born in Port Arthur, Texas, Brother Mosley retired in 1996. He continued to reside in Texas.

JAMES NARCISSE

Pensioner James Narcisse, 78, passed away June 9. Brother Narcisse, a native of New Orleans, started collecting his retirement compensation in 2005. He lived in Trinity, Texas.

JEAN NICASTRI

Pensioner Jean Nicastrì, 88, died September 13. Sister Nicastrì was born in Ciro, Italy. She became a pen-



sioner in 1996. Sister Nicastrì called Dix Hills, N.Y., home.

WELMAN OUBRE

Pensioner Welman Oubre, 93, passed away June 12. Born in Vacherie, La., Brother Oubre retired in 1984. He made his home in Westwego, La.

CHARLES PARKER

Pensioner Charles Parker, 89, died June 30. Brother Parker was born in Alabama. He retired in 1966 and settled in Los Angeles.

ROBERT PIGEON

Pensioner Robert Pigeon, 94, passed away August 5. Born in France, Brother Pigeon became a pensioner in 1964. He lived in Bristol, Mass.

ATILANO PINERO

Pensioner Atilano Pinero, 86, died July 10. Brother Pinero was a native of Puerto Rico. He began receiving his pension in 1971. Brother Pinero lived in Wallkill, N.Y.

ORMMAL PORTENIER

Pensioner Ormmal Portenier, 87, passed away July 6. Brother Portenier, a native of Nebraska, went on pension in 1969. He made his home in Reno, Nev.

GEORGE POWER

Pensioner George Power, 80, died August 14. Born in Dorchester, Mass., Brother Pascoe started receiving his retirement compensation in 1998. He lived in Bristol, Mass.

ENRIQUE RODRIGUEZ

Pensioner Enrique Rodriguez, 76, passed away July 5. Brother Rodriguez was born in Puerto Rico. He retired in 1984 and settled in Philadelphia.

HOMER STYLES

Pensioner Homer Styles, 84, died August 20. Brother Styles, a native of Virginia, started collecting his retirement pay in 1968. He lived in Philadelphia.



Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

BLACK EAGLE (Sealift Inc.), December 29 – Chairman **Moises Ramos**, Secretary **James Watson**. Chairman reported a smooth trip. He discussed proper channels to report safety issues and beefs. Educational director passed around letter from National Maritime Center discussing STCW policy and frequently asked questions. He urged mariners to donate to SPAD (Seafarers Political Activity Donation). No beefs; disputed OT reported in deck department. Suggestion was made to renegotiate Article II section 21, covering premium pay. Crew enjoyed stops in Durbin, Mombasa, Kenya and Korea.

HORIZON PACIFIC (Horizon Lines), December 28 – Chairman **Glenn R. Christianson**, Secretary **Robert Mosley**, Educational Director **John A. Osburn**, Engine Delegate **Brandon Tanton**, Deck Delegate **Allan B. Coloyan**, Steward Delegate **Adele E. Williams**. Bosun announced payoff in Los Angeles on December 29. All members departing vessel were asked to leave rooms cleans and supplied with fresh linen. Secretary reminded fellow members to keep an eye on document expiration dates, allow plenty of time for renewals. Everyone was also encouraged to upgrade at the Paul Hall Center. Educational director discussed changes to medical requirements and encouraged mariners to contribute to SPAD. No beefs or disputed OT reported. Recommendation was made regarding death benefits for retired members. Bosun thanked crew for tank cleaning, proper PPE and watching out for each other. Steward department was thanked for great holiday meals. Crew members were asked to keep laundry room door closed and keep noise down so off-duty watch standers can rest. Next ports: Los Angeles, Tacoma, Wash. and Oakland, Calif.

LIBERTY GRACE (Liberty Maritime), December 8 – Chairman **Michael Brown**, Secretary **Antoinette M. Amato**, Educational Director **John Rathscob**, Deck Delegate **Floyd Patterson**, Steward Delegate **Juan Palacios**. Chairman went over ship's itinerary. He thanked crew for injury-free voyage and wished departing members safe journey home. Restriction to ship while in Sudan will be discussed with patrolman in Houston. Educational director reminded mariners that VPDS goes in effect January 2014 and that they must have USCG sticker to ship. No beefs or disputed OT reported. Crew expressed gratitude to steward department for a job well done and clean dining areas.

LIBERTY PROMISE (Liberty Maritime), December 1 – Chairman **Lionel Rivas**, Secretary **Abraham A. Mills**, Deck Delegate **James Davis**. Chairman stated payoff to take place in Beaumont, Texas. He thanked crew for a safe voyage. Secretary expressed gratitude for crew members' help keeping ship clean. Educational director recommended training at the Piney Point school and stressed the need to keep documents up-to-date. No beefs or

Super Sunday Aboard Maersk Alabama

Mariners on the *Maersk Alabama* enjoyed a Super Bowl Sunday barbeque as the vessel departed Tanzania. Vessel master Captain Larry D. Aasheim submitted these photos and noted the meal was funded by money received through the Maersk Line, Limited safety award program. "Congratulations to the crew for another quarter working safe without an injury incident," he wrote. In photo at right, Chief Steward Tyler Laffitte (left) and Chief Cook Julio Lobo show off grilled lobsters and prawns.



disputed OT reported. All mariners thanked SIU President Sacco and staff for securing new standard agreement.

MAERSK CALIFORNIA (Maersk Line, Limited), December 6 – Chairman **Brian P. Corbett**, Secretary **Gregory K. Johnson**, Educational Director **Nakesha L. Miller**, Deck Delegate **William G. Rackley**, Steward Delegate **Sabbah K. Shaibi**. Chairman thanked everyone for pulling their weight on the rapid run. He led a discussion pertaining to mandatory security stickers needed in their MMC and how to get them. He also offered his assistance to anyone that needed help. Secretary thanked mariners for help keeping ship clean and for being supportive after the death of his father. Educational director suggested mariners upgrade at the Paul Hall Center in Piney Point, Md. She also talked about the importance of obtaining certification to be competitive when jobs are tight.

No beefs or disputed OT reported. Crew expressed gratitude to President Sacco and VP Augie Tellez for their hard work. They stated, "We know what they are up against and they are probably the two biggest advocates the U.S. Merchant Marine has." A number of questions were asked on topics ranging from vacation pay to reclaims to payroll procedures. (Editor's note: Clarifications were sent from the union and the payroll question was addressed with the company.)

MAERSK CAROLINA (Maersk Line, Limited), December 1 – Chairman **Brian K. Fountain**, Secretary **Lauren J. Oram**, Educational Director **Troy Ancar**, Deck Delegate **Mario Ordonez**, Engine Delegate **Anibal Lopes**, Steward Delegate **Patricia Ricks**. Chairman reported another safe trip with no lost-time injuries. This brings the vessel's total to 3,441 days. Vessel is being replaced in the

spring of 2014. SA **Jose Garcia** and AB **Jerzy Marciniak** received the safety award for November. Secretary encouraged members to read the LOG and stay informed – it has the latest information on shipping rules, benefits changes and more. She advised crew who are getting off to leave rooms like they would like to see them when they are joining the ship. She thanked all departments for keeping the house clean. Educational director encouraged crew to get time in and take advantage of upgrading at Piney Point: "Upgrade and give yourself a raise." No beefs or disputed OT reported. Crew discussed new eligibility requirements under SHBP and also talked about need for VPDS. Crew thanked steward department for great teamwork; galley gang thanked deck and engine departments for same. Crew made a dozen suggestions for next contract, including online registration, posting all-ports jobs

on the website, and increasing vacation benefits. Crew thanked Capt. Coleman for safety awards – all mariners received a travel mug and flashlight for no lost-time injuries and a safe trip.

HORIZON TACOMA (Horizon Lines), January 20 – Chairman **Lbj B. Tanoa**, Secretary **Lincoln E. Pinn**, Educational Director **Eugene Davis**, Engine Delegate **Dennis S. Adjetey**, Steward Delegate **Gary Loftin**. Chairman thanked Seafarers for working hard. He went over changes to shipping rules, health care benefits and changes to tax laws for mariners. Educational director encouraged mariners to upgrade at the union-affiliated school. He also talked to the membership about the importance of donating to SPAD. No beefs or disputed OT reported. Suggestion was made to increase dental benefits. Next ports: Subic Bay, Anchorage, Alaska and Kodiak, Alaska.

Varied Experiences Characterize Retired Mariner's Stay in Korea

Continued from Page 20

when our bus was slowed down behind a caravan of wagons carrying "honey buckets" (buckets of human waste collected for use as fertilizer) pulled by oxen.

We arrived at the Banto Hotel, Seoul's best accommodations, and were assigned to rooms followed by a welcoming session in the lobby. The first thing told to us at the meeting was, "Do not eat any Korean food under any circumstances. Koreans have built up immunity to diseases found in their food, you have not. They use fertilizers that are dangerous to our health. Remember, no eating Korean food, and above all stay away from the 38th parallel border between South and North Korea. It is very easy to unintentionally stray across the border and be subject to arrest by the North Koreans. They will consider you trespassers or even spies. Stay away. Other than that feel free to visit any area of South Korea you desire."

The speaker explained a few differences in our cultures that would be helpful to know during our stay. We were photographed and issued identification cards. The ride across the Sea of Japan had been rough and I had had very little sleep.

Those of us who were going south to Pusan were issued traveling chits and told there was but one train a day going south and one train coming north and that they left promptly at 0800 from the railroad stations.

The rest of our day was spent touring Seoul. Much to my surprise, I saw a trolley car on tracks in the heart of the city carrying as many fares hanging on the outside of the car as there were in the inside. The surprise was a huge sign with the letter T on the front of the car. I recognized it as one of the identical streetcars and identical signs that ran in front of my home on Amsterdam Avenue, in New York City. The letter T stood for the New York City Third Avenue Line.

I never did learn how a New York streetcar got to Seoul, Korea, or why the letter T sign had not been removed.

The following morning we boarded the train for Pusan. At each end of the train were American soldiers with rifles in hand to ensure our safety, as the train passed through villages not directly under American supervision.

In the months that I spent in Korea, I never felt threatened. Whatever city or village I had occasion to visit, there was always an armed

American guard or a Korean policeman at the entrance door or gate.

A Korean driver with an American jeep met us at the Pusan station and drove us to our new home, the barge, as we began to call it.

I soon discovered that the four engineers, Phil and I and two other boiler room operators were the only stateside (Zone of Interior) Americans. All the other crew members were American Hawaiians of Korean descent, and had been recruited in Hawaii.

I also learned that the majority of the American Korean Hawaiians had no engine room experience and, in fact, had never before been in an engine room. In New York, I'd had to show my Coast Guard endorsements to establish my qualifications: water tender, oiler. I silently questioned the hiring practices in Hawaii.

The chief engineer told us that he was going to file a complaint with the Army regarding their methods of recruiting. He added that if he had had a say he would have recommended that only experienced engine room merchant seamen were hired to work on floating power plants.

I was put in charge of a turbine and given an assistant, an American Korean Hawaiian. His only job was to take and record readings: temperatures, pressures, etc. on the lower level. I could see him from my level and would find him reading a comic book or sleeping. I tried to explain to him the importance of reporting the readings to the engineers: "There is always a chance of an explosion. We are dealing high pressure -high temperature superheated steam. We must stay alert."

Unfortunately, my friendly talk with him had no effect, as he continued to read and sleep on watch.

Also on watch with me was a native Korean who demonstrated a strong desire to learn about steam and turbines. He and the other native Korean trainees proved to be fast learners. The American engineers were working with and training other native Koreans

that had previously been schooled in Japan and had a working knowledge of steam and turbines. It was obvious that they would soon be able to take over the entire operation of the plant.

Native Koreans were also in charge of the galley, did the cooking and serving of meals. I found their mess methods to be below American standards and believe they would not have been acceptable aboard American merchant vessels.

In three months, the complete operation of the plant was turned over to the native Koreans who had demonstrated they could efficiently and safely handle it.

We were given a choice to return home to

the States or accept a job in Pusan. The U.S. State Department was looking for buildings that could be used as offices and wanted to know what would be needed to have them ready for occupation.

I was offered a job as a boiler and heater inspector. I really didn't know what the position called for but the personnel officer told me I would be working with a small team of native Koreans who were familiar with the buildings, and it would be my job to report what material would be required to bring the system up an acceptable level. I accepted the position; my friend Phil decided to return to the States.

I was concerned I was taking on more than I could handle, but as soon as I was introduced to the Korean crew, I knew all would be all right. I had a driver who knew the city, an interpreter and two mechanics/laborers and a motor pool vehicle at my disposal.

Alas, the interpreter knew but a few words in English. I had picked up some Korean words and terms and this together with the pigeon English the Americans and the Koreans were using allowed me to communicate with my crew.

Actually, the job turned out to be fun and I enjoyed riding around Pusan and visiting old buildings. The only person that I reported to was an agreeable, old-time Army major.

For whatever reason, I began to sense that the work we were doing was more of a show for the higher-ranking officers in Tokyo. I further sensed that the reports I was submitting were of little value and would never be used.

One day, the major told me that all the men working for him would be put on detached duty to act as monitors in the coming elections. General MacArthur had ordered free and democratic elections were to be held and a new government scheduled to take office on August 15, 1948.

I was assigned to an election station in Taegu, now renamed Daegu. I tried to look important, but there was little I could do, as the electioneering and balloting were entirely in Korean.

Syngman Rhee, a native Korean who was fluent in English and had been educated in the United States, was the favorite candidate and won the presidency by a large majority. August 15, 1948 was declared a Korean national holiday. General MacArthur flew over from his headquarters in Japan to greet the newly elected president. I was expecting to see the general in person for the first time. I had failed to meet or to see him at his headquarters in Hollandia, New Guinea, in December 1944 when my ship stopped there. Alas, once again, I missed out. The general's car with his five-star flags in full view raced by the reviewing stand and once again I missed seeing him.

Shortly after the election, the United States Navy donated a confiscated Japanese navy destroyer to the new president and his staff. However, before presenting it to the Koreans, a so-called test-run of the ship was suggested. About 20 DACs including me were invited for the ride. The other passengers were all low-grade army officers, mostly unassigned pilots with little to do.

A number of these young officers had female maids known as house girls with them aboard the ship. The girls were hired to be domestic servants - make beds, wash clothes and other routine household duties.

We sailed up and down the coast for about six hours and enjoyed a lunch prepared by the officers' mess in town. But there was much drinking and carousing and use made of the empty cabins. The next day, a general order was issued forbidding all U.S. military and U.S. civilians from hiring house girls. Henceforth, only house boys could be employed.

(To be continued)



Woods' photo collection from his time in Korea includes this snapshot of local children.

Know Your Rights

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the union and the employers, they should notify the Seafarers Appeals Board by certified mail, return receipt

requested. The proper address for this is:

Augustin Tellez, Chairman
Seafarers Appeals Board
5201 Auth Way
Camp Springs, MD 20746

Full copies of contracts as referred to are available to members at all times, either by writing directly to the union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which an SIU member works and lives aboard a ship or boat. Members should know their contract rights, as well as their obligations, such as filing for overtime (OT) on the proper sheets and in the proper manner. If, at any time, a member believes that an SIU patrolman or other union official fails to protect their contractual rights properly, he or she should contact the nearest SIU port agent.

EDITORIAL POLICY — THE SEAFARERS LOG. The *Seafarers LOG* traditionally has refrained from publishing any article serving the political purposes of any individual in the union, officer or member. It also has refrained from publishing articles deemed harmful to the union or its collective membership. This established policy has been reaffirmed by membership action at the September 1960 meetings in all constitutional ports. The responsibility for *Seafarers LOG* policy is vested in an editorial board which consists of the executive board of the union. The executive board may delegate, from

among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he or she should not have been required to make such payment, this should immediately be reported to union headquarters.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU Constitution are available in all union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him or her of any constitutional right or obligation by any methods, such as dealing with charges, trials, etc., as well as all other details, the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU Constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin.

If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION (SPAD). SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

NOTIFYING THE UNION — If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is:

Michael Sacco, President
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746.

Paul Hall Center Upgrading Course Information

The following is a schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next several months. All programs are geared toward improving the job skills of Seafarers and promoting the American maritime industry.

Please note that this schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—national security.

Students attending any of these classes should check in the Saturday before their course's start date. The courses listed here will begin promptly on the morning of the start dates. For classes ending on a Friday, departure reservations should be made for Saturday.

Seafarers who have any questions regarding the upgrading courses offered at the Paul Hall Center may call the admissions office at (301) 994-0010.

Title of Course	Start Date	Date of Completion
Deck Department		
Able Seafarer (Deck)	May 24	June 20
Bosun Recertification	July 12	August 4
Fast Rescue Boat	May 3 May 17 June 21	May 9 May 23 June 27
Lifeboatman/Water Survival	March 29 April 26 May 24 June 21	April 11 May 9 June 6 July 4
Radar Renewal (One day)	April 14	April 14
RFPNW	April 26	May 23
Engine Department		
Basic Auxiliary Plant Operations (BAPO)	May 24	June 20
FOWT (Able Seafarer Engine)	June 21	July 18
Junior Engineer	March 8 May 17	May 2 July 11
Marine Electrician	June 21	August 15
Marine Refer Technician	May 3	June 13
Welding	March 8	March 28
Welding	May 3	May 23
Safety Upgrading Courses		
Advanced Firefighting	March 8 April 19 May 31	March 14 April 25 June 6

Title of Course	Start Date	Date of Completion
Basic Firefighting/STCW	March 15 May 10 May 31	March 21 May 16 June 6
BST Renewal/VPDSD	March 8 April 14 May 24	March 14 April 25 May 30
Government Vessels	April 12 June 21	April 18 June 27
Medical Care Provider	April 26 June 7	May 2 June 13
Tank Pic Barge	April 5	April 11
Tanker Asst, Cargo DL	April 12	April 25
Steward Department Upgrading Courses		
Advanced Galley Operations	March 10	March 21
These classes start every other week. The most recent class began February 24.		
Certified Chief Cook		
These modules begin every other week. The most recent class started February 17. The next class will commence March 3.		
Chief Steward	May 19	June 27
Galley Operations		
These modules start every other week. The most recent class started February 17. The next class will begin March 3.		
ServeSafe	April 14	April 18
Steward Recertification	March 17	April 7

Notice: NMC Website Provides Useful Mariner Resources

The National Maritime Center (NMC), the licensing authority for the U.S. Coast Guard, offers a comprehensive website covering mariner credentialing, medical guidelines and much more. The site features a wide range of applications and forms, deck- and engine-department exam information, lists of Coast Guard-approved courses and more. Sea-

farers are encouraged to check out the site at: <http://www.uscg.mil/nmc/>
Mariners may call the NMC at 1-888-IASKNMC (1-888-427-5662). Operational hours are 8 a.m. to 8 p.m. EST, Monday through Friday. (The NMC is closed for all federal holidays.) Various email forms also are available through the NMC website.

UPGRADING APPLICATION

Name _____
Address _____
Telephone (Home) _____ (Cell) _____
Date of Birth _____
Deep Sea Member Lakes Member Inland Waters Member

If the following information is not filled out completely, your application will not be processed.
Social Security # _____ Book # _____
Seniority _____ Department _____
Home Port _____
E-mail _____
Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No
If yes, class # _____
Have you attended any SHLSS/PHC upgrading courses? Yes No
If yes, course(s) taken _____

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seamtime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back or relevant pages of merchant mariner credential, front page of your union book indicating your department and seniority, qualifying seamtime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
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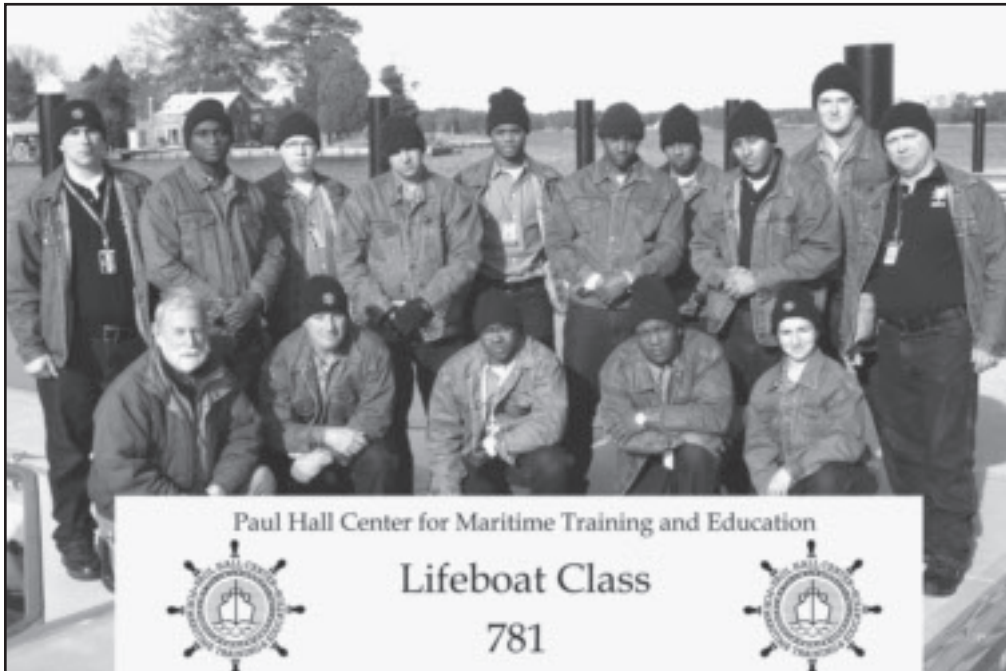
LAST VESSEL: _____ Rating: _____
Date On: _____ Date Off: _____
SIGNATURE _____ DATE _____

NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities.

3/14

Paul Hall Center Classes



Apprentice Water Survival Class #781 – Fourteen Phase I apprentices completed their requirements in this course Jan. 17. Graduating (above, in alphabetical order) were: Clifford Christopher, Adrian Darden, Abasiama Essien-Ete, Helen Haslam, Benjamin Piker, Taylor Pumphrey, Steven Royall, Keith Small, William Smith Jr., Charles Terry, Tyler Willette, Oliver Woodson, Matthew Yowell and William Yowell III. Class instructor Ben Cusic is in the front row at the far left.



ARPA – Six upgraders finished this course Jan. 24. Graduating (above, in alphabetical order) were: Larry Harewood, Jeffrey Idalski, Vincent Ippolito Jr, James Kayser, James Kuck and Robert Surette.



ECDIS – The following individuals (above, in alphabetical order) completed their requirements and graduated from this course Jan. 31: Conrado Abinuman Jr., John Comeau, Jade Fracis, James Gilson, James Hoffman, James McCabe, Luis Robles-Maldonado and Joseph Violante. Charles Noell III, their instructor, is at the far left.



FOWT – Twelve upgraders finished their requirements in this course Jan. 31. Graduating (above, in alphabetical order) were: Jose Alicea-Sanches, Jarius Atkins, David Gentsch, James Grant, Shari Hinton, William McCrory, Steven Miller, Ailsia Scheurer, Ahmed Sennain, Edward Seelig, Joseph Spencer and Yolanda St. Clair. Tim Achorn, their instructor, is at the far right.



RFPNW – Seven individuals completed their requirements in this course Jan.31. Graduating (above, in alphabetical order) were: Adrian Fraccarolli, Antonio Griffin, Fernando Haber, James Hargrove, Michael Hunnicutt, Derek Minnix and Chris Sanicola. Class instructor Bernabe Peligon is at the far right.



Radar Observer – The following upgraders (above, in alphabetical order) graduated from this course Jan. 17: Larry Harewood, Vincent Ippolito Jr., James Kayser, James Kuck, Lewis Longanecker and Robert Surette. (Note: Not all are pictured.)

BST Renewal – Eighteen Seafarers finished their requirements in this course Jan. 29. Graduating (photo at right, in alphabetical order) were: Robert Fitzhugh, Pedro Garcia, Wilbert Hinton, Erick Johnson, Surait Kajuna, James Kuck, Sean Leeson, Brandon Maeda, Abraham Mills, Stephen Osovitz, Rodney Payne, Dmitri, Patrick Ray, Michael Robinson, Arnido Sindac, Frank Smith, Ronaldo Torres and Richard Wright. Their instructor, Mike Roberts, is at the far right.



Paul Hall Center Classes



Tankship Familiarization – The following Phase III apprentices finished this course Jan. 24. Graduating (photo at left, in alphabetical order) were: Brandon Aguiqui, Nas-sar Ahmed, Allan Bombita, Joseph Bowen, Mark Cabasag II, Sean Cavanaugh, Guy Delyea, Bobby Dunn Jr., Jarrett Ford, Anthony Fraccalvieri, Kadeem John, Fernando Marquez Ortiz, Kyle Miller, Michael Montanez, Hector Morales Ortiz, Peter Morrison Jr., Kevin Parrilla, Michael Pinnisi, Ben Rodrigues, Shewanna Stephenson, Nicholas Turano, Philip Valentine, Curtis Walker, and Matthew Yeackel.

Important Notice to Students

Students who have registered for classes at the Paul Hall Center for Maritime Training and Education, but later discover - for whatever reason - that they can't attend, should inform the admissions department immediately so arrangements can be made to have other students take their places.



BST-SIU – Eight Seafarers completed their requirements in this course Jan. 17. Graduating (above, in alphabetical order) were: Abdul Al Omari, Larry Bachelor, B. Brandy Baker, Brad Burkart, Christopher Dault, Frank Martin, James Orlanda and Robert White. Class instructor Tom Truitt is at the far right.



Government Vessels – The following upgraders (above, in alphabetical order) graduated from this course Feb. 3: Mark Cordova, David Dingman, Antonio Griffin, Surait Kajuna, Tony Kirven, Brandon Maeda, Abraham Mills, Neal Nelson, Rudy Oliva, Calgarey Penn, Arnido Sindac, Richard Wright and George Velez. Mark Cates, their instructor, is at the far left.



GMDSS – Five upgraders completed their requirements in this course Feb. 14. Graduating (above, in alphabetical order) were: Larry Harewood, Jeffrey Idalski, Kevin Johnson, James Kuck and Juan Machado-Gomez. Their instructor, Bradford Wheeler, is at the far left.



Steward Department Courses – Five Seafarers recently completed the enhancement of their skills in steward department courses. Those graduating and the courses they completed (above, in no particular order) were: Freddie Castro, galley ops; Sheilla Daguio, galley ops; Darius Edwards, galley ops; Albert Hermoso, galley ops; and Robert Resurreccion, certified chief cook



Steward Department Courses – Three Seafarers, all members of the steward department, completed upgrading courses Feb. 14. Those finishing their respective requirements and the courses they completed (above, in no particular order) were: Michael Ingram, certified chief cook; Lamond Fulton, chief steward; and Isabel Sabio. Instructor Jessy Sunga is at the far left.



Steward Department Courses – A pair of Seafarers recently completed their upgrade training in the chief steward course. Graduated (above, from left to right) were: Fakhruddin Malahi and Gerald Toledo.

SEAFARERS LOG

OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS

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Retired Mariner Shares Memories From Time in Korea

Editor's note: Beginning in September 2010, the LOG regularly has featured articles by retired mariner Ed Woods, who first shipped out during World War II, as a teenager. Most of the earlier stories were run in two series, concluding in the September 2012 edition. Stand-alone articles were published in the November 2012, May 2013 and August 2013 issues.

Brother Woods recently submitted the following article, which we are running in two installments. Part 2 is scheduled to appear in the April LOG.

In April 1948, my good friend Phil Marshall and I stopped by the WET INK (War Emergency Tankers) office in downtown New York looking for jobs. Phil was a schoolmate and neighborhood friend who sailed with me on the U.S. Army Transport Alexander when the ship experienced an explosion in the North Sea in September 1946.

At the office in New York, we were told no ships were available but experienced marine engine room seamen were needed by the U.S. Army to work on electrical generating barges in Korea. The two of us jumped at the opportunity to work on the mainland of Asia. Within a day or so, we contracted with the United States Department of Army Civilians to work as turbine operators in Pusan, South Korea.

As it is today, Korea was divided in two parts at the 38th parallel: North and South Korea. The North was under Russian control and the South under American control.

Previously, the country's electrical power had been primarily generated in the North and transmitted to the South. During the years of the Japanese occupation (1912-1945) this system of distribution of electricity was apparently sufficient to the country's need.

However, once the Russians had taken control of North Korea, the Cold War was on and problems came about. Without notice, the northern power plants began shutting down on an unscheduled basis, disrupting the entire power grid.

To answer the need for additional and more dependable electrical power, the U.S. Navy floated huge barges equipped with power plants into Korea's main ports: Pusan and Inchon. The plants were designed to generate sufficient electricity to offset the power loss when the North Korean plants went offline. Both plants were operated and maintained by U.S. Navy personnel.

The United States decided, possibly for political reasons, that it would be best to teach the native Koreans how to operate and maintain the plants and be taught by American civilians and not by Navy personnel.

Orders were cut for us to take a night train

(a sleeper) from New York to Washington, D.C. From there we taxied to an army airport and enjoyed a scenic daytime nonstop flight to the Army Air Force Base at Fairfield-Suisun, California.

At the base, we were classified as Department of the Army Civilians (DACs), entitled to officers' privileges, assigned to bachelor officer quarters (BOQ), and told to wait for further instructions.

San Francisco was an hour's bus ride away and we were able to spend three days sightseeing while awaiting further orders.

The BOQ officers' club offered food at attractive prices. It had a bar stocked with named beers, scotch and ryes for 10 cents a shot and a double shot for fifteen cents. Beer was only 10 cents a bottle. Best of all, there was an oversized delicious shrimp (prawns) cocktail on the menu for 15 cents.

However, good things end and we received notice to prepare to leave the following morning. Our plane was a two-engine prop job with seating for about 20 passengers. Our first stop was Honolulu, Hawaii, where we refueled and picked up a boxed lunch (20 cents) to carry with us. The plane only had an urn of hot coffee aboard.

Johnson Atoll Island (825 miles distant) was our next stop where we refueled and bought more box lunches. Landing and taking off from the Johnson Atoll would be of concern to me today. However, at the time, I was young and felt invincible and therefore I was not alarmed when approaching the island at sea level and taking off just above the waves. I would have sworn our landing wheels touched the ocean water.

The atoll was narrow and short and, in turn, the runway was even shorter. In addition, there were numerous birds nesting on the island. The birds were a nuisance and a menace to the planes; each day a crew was assigned to remove the newly erected nests from the runway.

(The atoll was later declared a bird sanctuary and is now uninhabited.)

From there it was to Kwajalein Atoll, in the Marshall Islands. At that time, April 1948, Kwajalein was the headquarters for a government agency conducting atom bomb testing on the island of Bikini Atoll 255 miles distant. Our pilot had told us before landing that cameras were not allowed to be used on the island.

Once on the ground I asked a few friendly questions about the activity that was taking place and was politely told that if I wanted to know anything I would need to go to the headquarters building. I didn't need to go there because shortly two military policemen (MPs) arrived and requested that I follow them. I was escorted before a U.S. Army officer who asked if I was permitted to identify myself.



"Permitted?" I asked.

He replied that he had been told I was asking questions and wondered if I was with the CIC (Counterintelligence Corps) or the CIA (Central Intelligence Agency). I quickly assured him I was with neither, and was on my way to Korea to work in a power plant. He nodded, as if he was agreeing with my explanation but I could see doubt in his eyes.

We spent less than two hours on the island and then took off for Guam where we landed just before daybreak. These trans-Pacific stops only lasted about two to three hours, just enough time to refuel, check out the plane and take a walk about the base.

I was disappointed about not having the time to tour Agana, the capital of Guam. In fact, I was disappointed with all of the stops we made crossing the Pacific. I would have enjoyed spending more than a few hours at each stop. I knew that in all probability, I would never again have the opportunity to visit these somewhat remote islands and atolls again.

From Guam, we flew to Yokohama, Japan, where an army bus was waiting to drive us the short distance to Tokyo. Once there we were assigned to a room at a BOQ.

We met a licensed engineer, an older man, who we learned would be working with us on the power barge. He had worked for the government in various capacities and declared, "I know how to deal with government red tape." He had sailed as a merchant marine engineer during World War II.

After settling in, Phil and I went to the mess hall and enjoyed our first full meal in days. Our newfound friend suggested we call the Army motor pool and request a taxi for the day.

"A taxi?" I asked.

He told me that as DACs, we were entitled to officers' privileges and this included motor pool Service.

Each day during our stay we called for a taxi and toured Tokyo. Time had not yet rebuilt the city and much of the debris, burned-out buildings, and bomb craters were visible throughout the entire city. We rode past and stopped for a minute or so at MacArthur's headquarters located in the Dai-Ichi Building. I wanted to stop and pay my respects to the famous general but no one was allowed past the guards at the entrance without an invitation.

Our driver took us to a beautiful building housing a huge, old-fashioned theatre now named *The Ernie Pyle*. The theatre reminded me of the movie houses back home in downtown New York City, very palatial.

For those of you who don't remember Ernie Pyle, he was the most beloved war correspondent in World War II. At first, he

reported from Africa and Europe and then moved to the Pacific area. He had an affinity for making friends with the soldiers on the front lines, the men who were doing the actual fighting. They loved him. Sadly, he was killed by enemy fire on Ie Shima Island, close to Okinawa in the Ryukyu Islands.

That evening we received notice to ready for a morning flight to Kimpo (now Gimpo) Airport in Seoul, Korea. Once again, our newfound friend took control of the situation and said that he had sent his laundry out to be washed and he had to wait for its return. This delay gave us two more days of sightseeing. He reminded us that we were receiving salary and a per diem food allowance since the day we left New York.

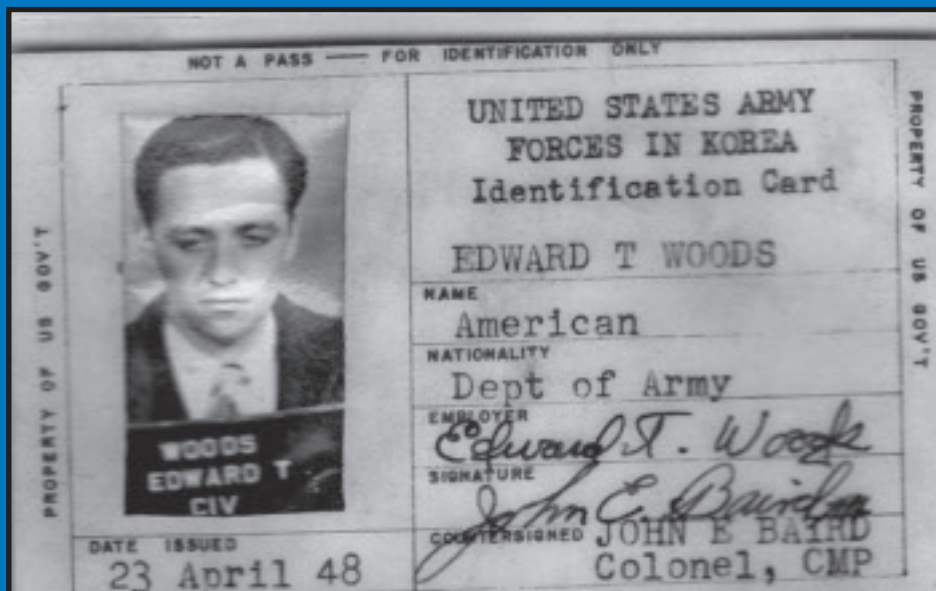
We were finally on the last step of our journey to Korea and reported to the office at the airport. As small as our two-engine prop plane was that had taken us this far, the plane we were now assigned to was much smaller. It was a regular Army plane and we were required by U.S. Army regulations to wear parachutes. The Army sergeant in charge ordered a member of his team to instruct us in the use of parachutes.

The team member was a young Japanese civilian who spoke English with a heavy accent. He demonstrated how to don the parachute and what to do if it proved necessary to abandon the plane while in the air. I was concerned about taking directions from a former enemy. He was the first Japanese I had met since the end of the war. Of course, I had seen Japanese prisoners in stockades on islands that I previously visited.

Phil and I exchanged glances as we silently debated putting our lives in the hands of our former enemy. The sergeant must have taken notice of the unrest caused by a Japanese, a former enemy, giving instructions to American passengers because he announced in a loud voice that the man had security clearance and was familiar with the packing and use of parachutes.

Once aboard the plane, the parachutes came in handy, as there were only bucket seats available for sitting down with a pack strapped to your bottom.

When we landed and boarded an army bus for the ride into the city, I became disappointed in what I was seeing. The streets had narrow troughs below the curbs and it was obvious they were used for the disposal of wastewater. We were stopped by a small crowd standing in the roadway and saw a young girl giving birth in the street. My wish to visit the Asian mainland was fading fast, and that feeling continued with a foul odor



Woods received his official photo ID on his first day in Seoul. "The picture reminds me of how tired I was following the uncomfortable flight from Yokohama," he wrote.

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