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SIU Makes Strong Showing During Maritime Day Events

D.C. Ceremonies Honor U.S. Mariners



Gen. Duncan McNabb (left in photo at left, with SIU President Michael Sacco) was the featured speaker at two of the three National Maritime Day events May 19 in Washington, D.C. The yearly gatherings paid tribute to the U.S. Merchant Marine's historic sacrifice and importance while also stressing the continued need for a strong American-flag fleet. In photo above, General McNabb and President Sacco are shown at the Washington Navy Yard with other SIU officials, VIPs and apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education. In photo below, Unlicensed Apprentices Jason Allen (right) and Leo Onofrio (center) stand with Navy personnel during MSC's ceremony. Pages 2, 12, 13.



Overseas Tampa Delivered
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President's Report

SIU-NMU Merger a Winner

Can you believe a decade has passed since the National Maritime Union merged into the SIU? It indeed has been 10 years since that historic occasion, which itself was decades in the making.

I'm very pleased – and not the least bit surprised – to point out that the results of the merger have been every bit as good as expected. The nearly unanimous support of both memberships for the merger signified that the time was right. The leadership of both unions knew it, and that's why we finally culminated an agreement which in earlier times seemed unachievable.



Michael Sacco

Anyone who knows SIU and NMU history understands that we didn't exactly operate in perfect harmony after our respective beginnings in 1938 (SIU) and 1937 (NMU). But, both when the NMU affiliated with the Seafarers International Union of North America in 1998 and then again when the merger took place in 2001, I firmly main-

tained that men and women on a ship don't care where you come from – they just care if you can do your job. And that's exactly how the interaction between our memberships played out as we became one. Members didn't ask if you were NMU or SIU, or if they did, it was an afterthought. They were focused on professionalism and delivering the goods, wherever and whenever needed.

Rene Lioanjie, retired former president of the NMU and a key architect of the merger, recently told me that both in 2001 and today in 2011, he believes the move "is the best thing that could have happened to our members and to the U.S. Merchant Marine as a whole. For many years, I had been telling our members that a merger like this one was the only way to save our merchant marine. I got a lot of heat, but eventually, the members thanked me. Though we used to fight on the waterfront many years ago, I always respected the SIU, and I think it has turned out great for everyone."

I agree. The merger, just as we expected, has given a more powerful voice to mariners while creating a stronger manpower pool for national defense. I'm still shaking my head a little at the notion that 10 years have flown past, but this certainly is a happy anniversary.

Honoring U.S. Mariners

This year's National Maritime Day ceremonies in the nation's capital were truly first-class tributes to the American Merchant Marine. Both the U.S. Transportation Department's Maritime Administration and the U.S. Navy's Military Sealift Command "did it right" for the annual observances, which took place May 19. So did the Propeller Club, which featured one of the greatest military advocates our industry has ever known in Gen. Duncan McNabb, commander of the U.S. Transportation Command. (General McNabb also gave the keynote address at the MSC ceremony, as reported elsewhere in this edition.)

We in the SIU do not take it for granted when individuals like General McNabb, MSC Commander Rear Adm. Mark Buzby, U.S. Senator Frank Lautenberg (featured at the MarAd ceremony) and Transportation Secretary Ray LaHood enthusiastically acknowledge the proud history of the U.S. Merchant Marine as well as the ongoing need to maintain a strong American-flag fleet. In that same vein, I appreciated this year's National Maritime Day proclamation from President Obama, who cited not only the sacrifices of mariners past and present but also the critical role our seafarers play in U.S. national and economic security. Similar sentiments were expressed across the country in related ceremonies in Texas, California, Virginia and elsewhere where the SIU participated.

On behalf of our entire union, I thank everyone who helped plan and host those events, and I join in saluting the patriotism and professionalism of the U.S. Merchant Marine.



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

Members-Only Section Highlights Newest Version of SIU Web Site

The union is on schedule to launch an upgraded, expanded version of its web site by mid-June. The newest adaptation of www.seafarers.org will have a more modern look and will integrate the SIU's social media pages, but the biggest change is the addition of a members-only section.

Active Seafarers will be able to register for individual access to the member portal by entering their date of birth and Social Security number. The member then will be asked to enter his or her email address and create a password.

The portal itself initially is expected to include at least a handful of sections. Those screens feature a member profile, one listing dependents/beneficiaries, and another detailing various training that has been completed by the Seafarer. Other sections contain information on work history, medical benefit eligibility, and documentation (such as the Transportation Worker Identification Credential and merchant mariner credential) on file with the union.

Most of the information in the member section is "read only," but members will be able to edit and update certain fields, such as their home address, home and cell phone numbers. Once the new site has been launched, questions about the portal should be directed to the SIU's membership assistance



The newest version of the SIU web site still was being refined when this screen grab was taken, but the image reflects the basic layout, including member and company log-ins at the top.

program at 1-800-252-4674.

Additionally, authorized personnel from SIU-contracted companies will have access to a separate new section of the web site utilized for manpower functions.

One of the most significant changes to the main site (first launched in 1997) is the addition of a gallery featuring lifeboat class photos and other images along with a few videos. The rest of the site will continue offering much of the same content as before, though in redesigned and more user-friendly fashion. That content includes articles from the *Seafarers LOG* as well as a complete PDF version of the current

edition; course descriptions and dates for training available at the union-affiliated Paul Hall Center; a news section featuring some of the latest maritime and labor happenings; a schedule of upcoming membership meetings and a complete list of SIU halls; benefits plans booklets and notifications; various forms and more.

"We are excited about launching the new site and think the membership will find the member-only portal useful," said Secretary-Treasurer David Heindel. He added, "Additional member features will be added in the near future to better serve our membership and their families."

Mariners 'More Critical Than Ever' for U.S.

A skilled U.S. Merchant Marine and strong U.S. shipbuilding industry are critical to America's national and economic security, declared the Navy League of the United States in its recently released 2011-12 policy statement. The 32-page document credited the Jones Act and other U.S. maritime laws with playing a crucial role in today's "irregular warfare environment."

Released in late April and titled "Internationally Engaged: Ensuring Freedom of the Seas," the policy statement said of the U.S. Merchant Marine, "Skilled mariners are more critical than ever to ensuring our ability to sustain U.S. national and global security interests. Ninety-five percent of the equipment and supplies required to deploy the U.S. armed forces is moved by sea.... The shipping capabilities of the Maritime Administration's Ready Reserve Force and the DoD's Military Sealift Command are sized to support routine and some surge logistics and specialized mission requirements. This critical capability must be maintained by ensuring an active commercial U.S.-flag Merchant Marine to support efficient and cost-effective movement of DoD cargo."

The report added that America's ability to access a "maritime capability of ships and seafarers is essential to our national and economic security.... Without these commercial capabilities, the U.S. government would be required to provide significantly more funds to build a replacement fleet and infrastructure while losing the pool of highly qualified mariners needed to sail these vessels."

The Navy League also emphasized the critical importance of a strong American shipyard capacity. Citing the benefits of Navy, Coast Guard and commercial shipbuilding, the League said, "It is essential that this nation have a policy at the highest levels of government to support and sustain an adequate industrial base capable of providing and supporting a strong Navy and maritime commerce."

The report said the Jones Act and other U.S. maritime laws boost security by adding a sealift capacity as well as an expanded pool of trained and experienced mariners to crew U.S. government-owned sealift assets. These laws also help to sustain the U.S. shipbuilding and repair industrial



In this Navy photo from early last year, humanitarian supplies are unloaded from the Seafarers-contracted *Cornhusker State* in Haiti. The Navy League cited this operation as just one example among many of how the nation relies on a strong U.S. Merchant Marine. (U.S. Navy Photo by Mass Communication Specialist 2nd Class Kim Williams)

base that is vital to the U.S. Navy.

An industry spokesman commended the report and added that America's domestic fleet provided half of the mariners needed to crew U.S. government-owned sealift vessels activated from reserve status to support military efforts in Iraq and Afghanistan "and we need to be certain the United States can continue to sustain this essential capacity."

The Navy League of the United States was founded in 1902 with the encouragement of President Theodore Roosevelt and has grown to become the foremost citizens' organization to serve, support and stand with all the U.S. sea services – the Navy, Marine Corps, Coast Guard and U.S.-flag Merchant Marine. More than 50,000 members focus on two main initiatives. First, the Navy League's public education efforts are designed to inform the nation, and its political leaders, of the vital importance to the country of comprehensive and fully prepared sea services. Second, the Navy League, primarily through its councils, provides support for active duty sea service personnel and their families.

Aker Philadelphia Delivers Tanker Overseas Tampa

Seafarers are sailing aboard the new tanker *Overseas Tampa*, which was delivered in late April by Aker Philadelphia Shipyard. Scheduled to operate in the Jones Act trades for OSG, the *Overseas Tampa* is the twelfth Veteran Class product tanker built by Aker Philadelphia, a union-contracted shipyard.

According to the yard, the on-schedule delivery of the *Overseas Tampa* marked the successful conclusion of an historic shipbuilding program that started in 2005.

"The 12-ship program was one of the largest commercial ship construction efforts since World War II and has contributed towards making the U.S. fleet more environmentally friendly with the vessel's double hull design and cleaner engines," Aker Philadelphia said in a news release.

The yard is building two additional tankers. The first vessel is under construction and production activities for the second tanker are scheduled to begin this summer. Both vessels are scheduled to be completed by first quarter of 2013.

Each of the Veteran Class ships is 600 feet long and 46,000 DWT. Each of the tankers can carry 332,000 barrels of product and can sail at speeds greater than 14 knots.

Those vessels are the *Overseas Tampa*, *Overseas Chinook*, *Overseas Anacortes*, *Overseas Houston*, *Overseas Long Beach*, *Overseas Los Angeles*, *Overseas New York*, *Overseas Texas City*, *Overseas Boston*, *Overseas Nikiski*, *Overseas Martinez* and *Overseas Cascade*.



The *Overseas Tampa* readies for sea trials. (Photo by John Curdy)

Gen. McNabb Cites 'Superb' Efforts of Commercial Fleet

During an April 7 hearing conducted by the Senate Armed Services Committee, Gen. Duncan McNabb, commander, U.S. Transportation Command, reiterated the vital need for a strong U.S. sealift capability, and he also praised the efforts of the American commercial maritime industry.

During a question-and-answer session at the hearing, Gen. McNabb said TRANSCOM's "commercial partners ... stepped up superbly to both bringing this stuff out of Iraq and the stuff into Afghanistan...." He also described cargo preference laws and the U.S. Maritime Security Program as "really valuable so that we keep a very, very strong U.S.-flag fleet, which is in the interests of the taxpayer and in the interest of the war-fighter."

Following is an excerpt from Gen. McNabb's statement:

"Sealift is the primary means for delivering ground forces and sustainment during major combat operations, and has been responsible for delivering over 90 percent of all cargo to Afghanistan and Iraq. Because of the superb volunteer participation of commercial U.S.-Flagged vessels in the Maritime Security Program (MSP), we did not have to activate a single ship in the Surge Fleet or the Ready Reserve Force (RRF) to meet the President's aggressive timeline for the surge and drawdown of forces in Afghanistan and Iraq—a remarkable achievement.

"The large, medium speed, roll-on, roll-off ships (LMSRs) in the Surge

Fleet, the vessels of the RRF and the commercial U.S. Flag Fleet in the MSP and Voluntary Intermodal Support Agreement (VISA) are all required to meet the Nation's strategic sealift requirements. While cargo preference laws and national defense sealift policies ensure the viability of the U.S. flag commercial fleet, we must also continue to keep the Surge Fleet and Ready Reserve Force vessels at an equal state of readiness as well as our citizen mariners who man these vessels during operations in USCENTCOM and around the world....

"USTRANSCOM's partnership with the U.S. commercial sealift industry and the Department of Transportation has been vitally important in developing new routes for conveying cargo around the globe—particularly to regions with undeveloped infrastructure. Through programs like the Maritime Security Program (MSP), the Voluntary Intermodal Sealift Agreement and the Voluntary Tanker Agreement, the Department of Defense gains access to U.S. commercial capabilities and transportation networks while ensuring the continued viability

of both the U.S. flag fleet and the pool of citizen mariners who man those vessels. Last year, Congress ensured the continuation of the MSP by extending it an additional 10 years to 2025. We look forward to working with Congress and this committee to refine this program between now and the MSP implementation date in 2015."



Gen. Duncan McNabb
Commander,
U.S. Transportation Command

U.S. Navy Takes Over Operation Of Army's High Speed Vessels

Civilian-Crewed Ships Will Further Advance U.S. Sealift Capabilities

The U.S. Department of Defense on May 5 announced that the departments of the Navy and Army signed an agreement earlier in the month transferring all five of the Army's joint high-speed vessels (JHSV) to the Navy.

The Navy's Military Sealift Command (MSC) will own and operate all 10 of the government's JHSVs, which will be designated as USNS and crewed by civil service and contract mariners. The first of the ships is scheduled for delivery in December.

According to MSC, initial plans for the JHSV program called for the Army to operate five of the vessels while the remainder would be assigned to the Navy. However, during meetings late last year, both services agreed to transfer the Army's five JHSVs upon

signing of the aforementioned memorandum.

MSC has been slated to operate the Navy JHSVs since August 2008. In May 2010, MSC announced that the vessels would each have a core crew of 21 mariners—civil service mariners on the first JHSVs and civilian contract mariners on the remaining ones. In keeping with that decision, the first four JHSVs will be crewed by CIVMARS and the following six by civilian contract mariners, the agency reported.

"This agreement with the Army demonstrates our commitment to reducing redundancies and saving money for the taxpayer," said Secretary of the Navy Ray Mabus. "This is a responsible step that will ensure our military remains the most formidable fighting force the world has ever known."

The aluminum-hulled, catamaran-style ships will be 103 feet long and will be able to sail at 35 knots fully loaded.



The vessels closely will resemble the one shown in this rendition provided by shipbuilder Austal.

MTD, ITF Back Coast Guard Report on Deepwater Horizon

Agency Questions Safety Of Runaway Flags

The Maritime Trades Department, AFL-CIO recently applauded a U.S. Coast Guard report on the Deepwater Horizon tragedy that cites flag-of-convenience (FOC) or runaway-flag shipping as a detriment to safety.

Around the same time in mid-May, the International Transport Workers' Federation (ITF) also backed the Coast Guard report and expanded on some of the problems related to FOCs.

The SIU is affiliated both with the MTD and the ITF.

In a letter addressed to U.S. Rep. Frank LoBiondo (R-N.Y.), chairman of the House Transportation and Infrastructure Committee's Coast Guard and Maritime Transportation Subcommittee, MTD President Michael Sacco (who also serves as president of the SIU) said that the Coast Guard report (released in April) "casts a very critical eye specifically at the lax safety and emergency response culture aboard the Deepwater Horizon. It does not stop there. The Coast Guard notes many of these problems are found within the flag-of-convenience shipping industry.

"The report questions the safety of ves-

sels documented in open registry countries and specifically criticizes the Republic of the Marshall Islands (whose flag flew over the Deepwater Horizon)," the MTD letter continued. "It stated the country 'effectively abdicated its vessel inspection responsibilities.' It showed concern for a flag state to rely on classification societies to do its inspections, and said 'these failings also raise questions with regard to the level of safety provided by the open registries.'"

Sacco also commended the Coast Guard for taking a critical look at itself and for recommending possible steps the agency may take to boost safety and responsiveness.

Identical copies of the letter were addressed to Coast Guard and Maritime Transportation Subcommittee Ranking Member Rick Larsen; Senate Oceans, Atmosphere, Fisheries and Coast Guard Subcommittee Chair Mark Begich and Ranking Member Olympia Snowe; and Senate Surface Transportation and Merchant Marine Infrastructure, Safety and Security Subcommittee Chair Frank Lautenberg and Ranking Member John Thune.

The MTD is composed of 23 national and international unions representing five million workers.

The ITF, consisting of hundreds of affil-

iates and several million workers from across the globe, stated that the Coast Guard report "reinforces the International Transport Workers' Federation's long-held position that so-called flag-of-convenience or runaway-flag vessels often facilitate and even encourage unsafe business practices. The ITF recognizes that there are conscientious FOC operators and many have well trained crews (regardless of their nationality), but many FOC operators have no regard for the mariners, their competency and other victims who suffer as a result of the runaway-flag system. Putting swift profits ahead of safety, runaway-flag entities also risk catastrophic environmental damage like that which occurred last year when the rig exploded."

ITF Seafarers' Section Chair David Heindel (who also serves as secretary-treasurer of the SIU) added, "The ITF applauds the Coast Guard's focus on what happens when a flag state fails to oversee that its vessels comply with ISM and other international minimum standards. When rules and regulations are or become lax, conditions can deteriorate into confusion and chaos. This was seen aboard the Deepwater Horizon when it was off the Gulf Coast of the United States last year. It was not registered in the United States, which has a rich

maritime history, but instead with the Marshall Islands, which lacks a strong regulatory regime."

He concluded, "In addition, international maritime organizations such as the ITF see such dangerous examples daily off the coast of Somalia, the Gulf of Oman where 40 percent of the world's oil supply originates and in the Indian Ocean, as pirates count on such poor conditions to raid and capture under-crewed, under-prepared vessels and crews and poorly maintained vessels sailing under runaway flags. Piracy obviously pre-dates runaway-flag shipping, but the very same FOC system that arguably led to the Deepwater Horizon tragedy also is hampering international efforts to fight back against the modern version of at-sea terrorism. Without runaway flags, the vital task of ending piracy would be immeasurably easier as traditional maritime States would seek to protect their nations' respective assets."

The full title of the Coast Guard report is: Report of Investigation into the Circumstances Surrounding the Explosion, Fire, Sinking and Loss of Eleven Crew Members Aboard the Deepwater Horizon in the Gulf of Mexico April 20-22, 2010 (Volume 1), MISLE Activity Number: 3721503.

SIU President Urges Grassroots Action In 2012 to Novelty Workers Union

Telling the more than 100 delegates to the 21st convention of the International Union of Allied, Novelty and Production Workers that Americans got what they voted for – or didn't vote for by staying home – SIU President Michael Sacco said union members could not be complacent in the upcoming 2012 national elections.

"We need to elect those who understand the needs of working people," Sacco stated when he addressed the convention on May 11. "We need to participate and we need to make sure our members and our families are involved."

The Novelty Workers, who are affiliated with the SIU both through the AFL-CIO and the Maritime Trades Department, met in St. Pete Beach, Fla., for their weeklong gathering. Members of the union come from 15 states and represent 20 nationalities, all of which were represented by small flags on a table in front of the dais. The union represents workers in many fields including manufacturing, nursing homes, retail and more, according to President Mark Spano. Among the most visible items Novelty Workers produce are American-made Weber grills.

Sacco noted a longtime slogan within the SIU that "Politics is pork chops. And what that means is that our ability to put food on the table and to keep a roof over our heads depends on having pro-worker representatives at every level of government and in the White House."

He added we may not agree with everything that has been done by the Obama Administration, but it beats what has taken place in states like Wisconsin, Ohio and Florida where workers stayed home on Election Day 2010. He said he was like everyone else in labor, hoping for more for workers from Washington after the 2008 elections. But, as he reminded the audience, look what President Obama was up against in terms of the worst economic crisis since the Great Depression.

The MTD president provided the delegates with updates on what is happening within the U.S.-flag maritime industry as well as the global battle against piracy. To give the audience a better appreciation for seafarers, he



SIU President Michael Sacco addresses the convention. Novelty Workers President Mark Spano (left) and the delegates recently met in Florida.

reminded the delegates that union American mariners delivered humanitarian aid to Haiti immediately the devastating earthquake, rescued the passengers and crew of the airliner that ditched in the Hudson River and kept control of the *Maersk Alabama* when pirates

attacked it and took the captain. The convention also heard from Richard Kline, president of the Union Label and Service Trades Department, AFL-CIO; and representatives from the Florida AFL-CIO as well as the Federal Mediation and Conciliation Service.



Convention delegates pose with SIU President Michael Sacco (front, second from left).

Times Are Tough For TWIC Program

Recent Congressional hearings and a government report have pointed out some potentially serious security problems with the Transportation Worker Identification Credential (TWIC). The Government Accountability Office (GAO) launched an investigation into the effectiveness of the TWIC program and found some troubling results.

According to a report released last month by the GAO, investigators were able to access secure areas of large U.S. ports using fake or fraudulently obtained TWIC cards. In one instance, the GAO investigators drove a "simulated explosive device" into a secure area of a port.

"This investigation raises a disturbing question," said Sen. Frank Lautenberg (D-N.J.). "Are America's ports actually safer now than they were a decade ago?"

TWIC cards were created as a part of the Maritime Transportation Security Act of 2002 (MTSA). The MTSA was enacted following the attacks on 9/11 in order to secure our ports from potential terrorist threats. The TWIC program was designed to ensure that mariners, truck drivers, longshoremen and other port workers have unescorted access to secure areas of the nation's ports.

In theory, the cards are an important tool in making sure that workers are allowed to perform their jobs with limited interference and that only people who have legitimate business in secure areas have access to them. The problems uncovered by GAO investigators dealt with lapses and oversights in security considerations. For example, U.S. Rep. John Mica (R-Fla.), chairman of the House Committee on Transportation and Infrastructure (and one of the individuals who requested the GAO report), testified at a Senate hearing that because of the lack of approved biometric card readers, "TWICs are at best no more useful than library cards."

Investigators found other problems, including opportunities to obtain a TWIC using false information and credentials.

The federal government has already spent more than \$400 million on the program and maritime workers are required to spend \$135 every five years to obtain the necessary card.

"I want the TWIC program to live up to its mandate," said Sen. John D. Rockefeller IV (D-W.Va.). "I want it to keep our nation's ports more secure. But as this report reveals, things need to change."

Rockefeller announced that he plans to introduce legislation that will address these and other shortcomings in port security this year.

In spite of the GAO findings, the TWIC program is seen by some as an essential and necessary tool for securing our ports.

"The TWIC program strengthens the security of our nation's ports while facilitating trade through provision of a tamper-resistant biometric credential to all port workers requiring unescorted access," said Transportation Security Administration (TSA) Administrator John S. Pistole. "The national implementation of the TWIC as the common credential verifying the identity and background suitability significantly enhances national maritime security...."

New York Times Op-Ed Slams Runaway Flags

System Promotes Human Suffering, Harms Environment

A recent opinion piece in *The New York Times* takes aim at so-called flags of convenience, also known as runaway flags.

The *Times* on April 24 published an op-ed by British author Rose George, who is writing a book about merchant shipping. Headlined "Flying the Flag, Fleeing the State," George's article strongly and justifiably criticizes the FOC system – a decades-old sham that often facilitates human suffering and environmental damage.

The complete article is available online at:

<http://www.nytimes.com/2011/04/25/opinion/25george.html>

George points out that while piracy is a life-and-death matter plaguing the maritime industry, "maritime lawlessness isn't confined to pirates. Thanks to a system of ship registration called 'flags of convenience,' it is all too easy for unscrupulous shipowners to get away with criminal behavior. They have evaded prosecution for environmental damage like oil spills, as well as poor labor conditions, forcing crews to work like slaves without adequate pay or rest."

She goes on to explain the evolution of the runaway-flag system – a setup in which a vessel's flag differs from that of its owner's home state. FOC shipowners also often use manning agents from still another different nation to hire multinational crews.

"Under the flags of convenience system, registries have been divorced from government oversight," George writes. "North Korea has a thriving registry, as does landlocked Mongolia. Liberia's registry, the second-largest in the world, flourished even during a dozen years of civil war. (*LOG editor's note: The Liberian registry is based in Virginia.*) Some registries allow ship owners to change the flags they're registered under within 48 hours; some require little more than a signature or an online form from an owner. Many don't require owners to disclose their identities at all. Such easy anonymity is dangerous."

George concedes that there are "plenty of ships run by decent owners, but delinquency is too easy with open registries, when owners can slip away,

unpunished an unaccountable."

For instance, the International Transport Workers' Federation (ITF, to which the SIU is affiliated) recovered \$30 million in unpaid wages for mariners last year – money that otherwise almost certainly would not have been secured.

"Globalization is no reason that states can't take responsibility for the ships they register," George adds.

SIU Secretary-Treasurer David Heindel serves as chair of the ITF's Seafarers' Section. In a follow-up communication to the *Times*, he congratulates George "on her wide-ranging research and fact-checking. Sadly, she's right. The industry ranges from excellent employers and flag states to miserable crooks and hand-washing flags. The latter's ability to run rust-buckets and abandon crews at whim, thousands of miles from home, is facilitated by the FOC system, whose members

are currently so conspicuously failing to intercept or prosecute a single person responsible for that other current scourge or mariners' lives: the piracy that is sweeping the

Indian Ocean."

On its web site, the ITF describes runaway flags as providing "a means of avoiding labor regulation in the country of ownership." The federation says FOCs have "become a vehicle for paying low wages and forcing long hours of work and unsafe working conditions. Since FOC ships have no real nationality, they are beyond the reach of any single national seafarers' trade union."

"The ITF has therefore been obliged to take on internationally the role traditionally exercised by national trade unions – to organize and negotiate on behalf of FOC crews. For 50 years the ITF, through its affiliated seafarers and dockers unions, has been waging a vigorous campaign against shipowners who abandon the flag of their own country in search of the cheapest possible crews and the lowest possible training and safety standards for their ships."

An entire section of the ITF web site is devoted to the FOC campaign. See www.itfglobal.org for more information.

"Globalization is no reason that states can't take responsibility for the ships they register."

-- Author Rose George

'Flags of Convenience' Countries

The following countries have been declared FOCs by the International Transport Workers' Federation's Fair Practices Committee, a joint committee of the federation's mariner and dockworker unions which runs the ITF campaign against runaway flags. The list is current as of May 2011, according to the ITF web site.

Antigua and Barbuda
Bahamas
Barbados
Belize
Bermuda (UK)
Bolivia
Burma
Cambodia
Cayman Islands
Comoros
Cyprus

Equatorial Guinea
French International Ship Register
German International Ship Register
Georgia
Gibraltar (UK)
Honduras
Jamaica
Lebanon
Liberia
Malta
Marshall Islands
Mauritius
Mongolia
Netherlands Antilles
North Korea
Panama
Sao Tome and Principe
St Vincent
Sri Lanka
Tonga
Vanuatu

NMC Commander, REC Branch Chief Tour School



The commanding officer of the U.S. Coast Guard National Maritime Center and the agency's regional examination center branch chief on April 14 toured the Seafarers-affiliated Paul Hall Center for Maritime Training and Education. Capt. Anthony Lloyd (second from right) and Ken Skuches (second from left) were joined by Paul Hall Center Admissions Director Priscilla Labanowski (center) as well as John Mason (far left) and Mike Mason (far right) from American Service Technology, Inc. The guests observed how training is conducted on the Piney Point, Md., campus and also discussed with school officials various training requirements and NMC functions.

U.S. Rep. Hoyer Brings Back 'Make it in America' Plan

AFL-CIO President Says Bipartisan Agenda Would Create Jobs

House Minority Whip Steny Hoyer (D-Md.) has reintroduced an endeavor to reinvigorate America's manufacturing base in an effort to add jobs and boost the fragile economy. The plan, dubbed "Make it in America," is a major campaign that includes more than 30 pieces of legislation, all of which are geared towards strengthening and expanding America's domestic workforce.

"We commend Democratic Whip Steny Hoyer for refocusing attention on job creation by once again introducing the bipartisan 'Make it in America' agenda," said AFL-CIO President Richard Trumka in a statement released by the federation. "It's time for Congress to focus on what Americans want and need most – jobs. We need to create them, retain them and make sure that they are safe and family-supporting jobs."

Between the late 1940s and the 1970s, the United States had one of the largest and most vibrant manufacturing bases in the world. American workers were creating high-quality products that were bought and sold across the globe. In addition, many of these manufacturing jobs were family-sustaining, union positions, the federation pointed out.

American workers still efficiently produce quality goods equal or superior to those available anywhere else around the world, but the nation has lost much of its manufacturing capabilities – and the good jobs that go with it – due in part to flawed trade agreements, injurious tax laws and corporate exploitation of impoverished foreign workers.

Focusing on creating jobs in the manufacturing sector is part of what made this country's middle class the largest and strongest in the world, according to Hoyer, whose district includes the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Reviving that base can help us secure our middle class families for generations to come, he said.

"The reason you focus on manufacturing, of course, is because Americans believe correctly that if America is manufacturing



U.S. Rep. Steny Hoyer (D-Md.)



AFL-CIO President Rich Trumka

goods and selling them abroad, we'll continue to be a very successful country and create the kinds of jobs that are good-paying jobs with good benefits," said Hoyer. "We know that manufacturing, according to our own statistics, but also (according to) the National Association of Manufacturers, that when you create a job in manufacturing, it has a multiplier effect in the job market generally."

Several components of the "Make it in America" agenda have already become law. Funds have been set aside for small businesses who hire American workers. Tax loopholes for businesses that outsource jobs to foreign countries have been closed, creating an incentive for companies to hire Americans. Not only that, but taxes have also been cut for small businesses and others who work and create goods and services at home.

Proponents of the plan emphasize that more must be done in order to revitalize the middle class.

In the face of a catastrophic economic collapse, massive job loss and hardships put on America's working families, the bipartisan "Make it in America" plan has the ability to turn things around for the country, according to Hoyer and Trumka.

"The nation can no longer live on legacy," said Trumka. "We need to invest in the coming decades to build a 21st century infrastructure and we must ensure that we actually make the technology and materials for the things we are building and installing. The 'Make it in America' agenda is a big step in the right direction to resolve our manufacturing crisis."



The USNS Carl Brashear (vessel at right above) pulls alongside the USS Curtis Wilbur during a replenishment at sea as part of Operation Tomodachi. (U.S. Navy photo by Mass Communication Specialist 2nd Class William Pittman)

CIVMARS Remain True to Form, Answer Call to Duty During Operation Tomodachi

Just as they have done numerous times in the past, Civil Service Mariners (CIVMARS) from the SIU's Government Services Division once again have answered the call to duty.

The latest iteration came in early March during Operation Tomodachi, a U.S. Navy relief effort to provide humanitarian assistance to survivors of the March 11 tsunamis that devastated northern Japan. The colossal sea waves, triggered by a 9.0 magnitude earthquake that rocked the far eastern nation earlier the same day, killed more than 12,000 people and displaced an estimated 164,000 more from their homes. Authorities declared some 15,000 individuals missing.

In responding to the disaster, the Navy deployed 20 ships, 140 aircraft and 19,000 people. Ships in the mission included those in the USS Ronald Reagan Strike Group and USS Essex Amphibious Ready Group. At the center of this support, however were seven Seafarers-crewed MSC Naval Fleet Auxiliary Force ships.

According to published reports, the more than 700 CIVMARS aboard the seven MSC vessels (USNS Bridge, USNS Pecos, USNS Carl Brashear, USNS Matthew Perry, USNS Richard E. Byrd, USNS Rappahannock, and USNS Safeguard) gave unselfishly of themselves to benefit those affected by this horrible tragedy. In order to successfully complete their missions, many worked extended hours in the face of austere weather conditions such as heavy rain, hail and snow.

The actual relief effort got underway March 13 when the Reagan arrived at a designated location some 190 miles north of Tokyo. Helicopters from the Reagan immediately started delivering relief supplies ashore. Pilots and air crews also conducted a number of aerial reconnaissance missions. The fast combat support ship USNS Bridge was the first MSC ship on location. Within days, the group was joined by Perry,

Pecos, Rappahannock, Brashear, Byrd and Safeguard.

Collectively the vessels, officers and crews did a masterful job providing relief supplies to those in need while operating in a virtual non-stop, fast-paced environment. According to MSC, the contributions made by the officers and CIVMAR crews of each vessel during the relief operations are as follows:

- USNS Bridge – Conducted 25 underway replenishment missions (unreps) and delivered more than 1.8 million gallons of fuel.

- USNS Pecos – Delivered 96 pallets of humanitarian assistance and disaster relief material to the Essex Amphibious Group and the Ronald Reagan Carrier Strike Group. Pecos also completed nine unreps and delivered more than 2.3 million gallons of fuel to other supporting ships.

- USNS Carl Brashear – Delivered more than 80 pallets of humanitarian cargo to northern Japan. Brashear also completed 17 unreps, delivering more than 1 million gallons of fuel to ships supporting the relief effort.

- USNS Matthew Perry – Spent 21 days supporting Operation Tomodachi, completing 17 separate replenishment events and delivering more than 1.5 gallons of fuel.

- USNS Richard E. Byrd – Completed 16 unreps and in the process delivered 210,000 gallons of fuel to Tomodachi-support ships.

- USNS Rappahannock – Delivered 289 pallets of bottled water to Yokosuka, Japan for the relief effort. Rappahannock also completed 10 unreps delivering more than 2.4 gallons of fuel.

- USNS Safeguard – Surveyed more than 4.5 million square yards of harbor and removed five tons of wreckage thereby clearing a channel for a commercial liquid natural gas tanker to safely dock. The tanker delivered heating fuel to the area for the first time since the earthquake.



An MH-60S Sea Hawk helicopter (above) moves in to retrieve a pallet of supplies from the deck USNS Matthew Perry. Once hooked up to its payload (photo below) the aircraft prepares lift off en route to the forward-deployed USS Essex, not pictured. (U.S. Navy photo by Mass Communication Specialist 3rd Class Adam M. Bennett)



U.S. Maritime Unions Donate to AJSU

The SIU recently teamed up with other U.S. maritime unions in donating relief funds to the All Japan Seamen's Union (AJSU). The joint donation was sent in early May, via a fund established by the International Transport Workers' Federation (ITF).

The SIU and the AJSU are affiliated through the ITF. In a letter to AJSU President Yoji Fujisawa, SIU Secretary-Treasurer David Heindel, writing on behalf of U.S. seagoing labor, wrote, "We realize the enormous challenges you and your countrymen face in the wake of the devastation caused by the recent earthquake and tsunami. We salute your courage in the face of those challenges. While the financial toll of the disaster is incalculable, our unions have teamed up to donate a combined \$25,000 to the AJSU. We hope this donation will help in your rebuilding efforts.... More importantly, please know that you can count on us to assist whenever and wherever needed."

Heindel also chairs the ITF's Seafarers' Section.



Sailors aboard the USS Shiloh (left in photo above) receive cargo from the USNS Matthew Perry off the northeastern coast of Japan during Operation Tomodachi. (U.S. Navy photo by Mass Communication Specialist 3rd Class Charles Oki)

Seafarers, Dependents Share \$132,000 in SHBP Scholarships

Three active Seafarers and five dependents now may pursue their respective higher educational objectives thanks to grants totaling \$132,000 that recently were bestowed upon them by the Seafarers Health and Benefits Plan.

Convening May 13 in Philadelphia, members of the SHBP scholarship committee selected Seafarers **Cleveland Foy**, **Timothy Squires Jr.**, and **Judith Merwin**; along with dependents **Randi Isenhardt**, **Nermine Abdelwahab**, **Hailey Grubbs**, **Allison Matias** and **Gabrielle Camacho** as recipients of the calendar year 2011 Charlie Logan Scholarships. Foy is the recipient of a \$20,000 endowment while Squires and Merwin each were named to garner \$6,000 to further their educational goals in two-year courses of study. Each of the dependents landed scholarships of \$20,000 to pursue their aspirations at four-year colleges or universities.

Following are brief biographical sketches of each of the scholarship recipients and recaps of their respective educational aspirations.

Cleveland Foy

AB **Cleveland Foy** was a member of Unlicensed Apprentice Class 686 at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. After completing the school's Phase III of the program, Foy returned to the Southern Maryland-based maritime institution on two occasions to enhance his skills. He currently works aboard the Crowley Maritime-operated tug *Master*.



A native of Ocala, Fla., Brother Foy received his Georgia General Educational Development Diploma in 2000. He joined the SIU in 2007 after serving five years in the U.S. Navy.

Brother Foy has done volunteer work monitoring troubled young men and encouraging them to continue their education and stay positive. He will pursue his bachelor's degree in Managerial Sciences with an emphasis on supply chain management; hopefully at Florida State College of Jacksonville. He said the reason for choosing this field of study is "because it directly corresponds to my daily activities in shipping."

"Working as a merchant seaman and delivering goods around the globe directly correlates with logistics," he said. "Obtaining a bachelor's degree in this field will allow me to excel administratively ... and make me a better seaman and help me understand both sides of the industry."

Timothy Squire Jr.

AB **Timothy Squire Jr.**, hails from Norfolk, Va., and was the 1999 recipient of an advanced studies diploma from Bayside High School in Virginia Beach, Va.

He joined the union in 2001 and completed the apprentice program at the Paul Hall Center. Since then, he has been going to sea aboard deep sea vessels while working in the deck department.

"Ten years have passed since the day I entered the union hall on Third Street in Norfolk," Squire said in his scholarship nomination package. "During those years, a love for computer technology has grown inside my heart.... Computers have become an international language that connects the world and I can't wait to be a part of it."

Squire hopes to earn his degree in computer networking/science and also obtain his Microsoft Certification.

"I have sailed the deep seas from the United States to Europe across the Mediterranean Sea through the Suez Canal," he said. "I have been all over the world and bought my first house at 24 years old, but I have not been to the one place I desire the most: a college classroom."

Brother Squire hopes to attend Norfolk State University.

Judith Merwin

AB **Judith Merwin**, the third active Seafarer to land an endowment under the 2011 SHBP Scholarship Program, is a resident of Kentwood, La.

The North Carolina-born mariner is a 1973 graduate of Havelock High School and attend-

ed Chalmette Community College in Chalmette, La. Sister Merwin joined the SIU in 2000 in the port of New Orleans and has upgraded her skills on several occasions.

A veteran of numerous deep sea voyages, Sister Merwin is well aware of Mother Nature's potential for wrath, especially when it comes to incidents involving water. She, like thousands upon thousands of others, witnessed firsthand the ravages (including to wildlife) left behind in the wake of the recent Deepwater Horizon disaster.

According to Sister Merwin, seafood is a huge part of the Louisiana's culture and the disaster exacted a heavy toll on many seafood varieties all along the Gulf Coast. The price of crawfish has nearly doubled since the calamity, she said.

Because of the disaster, she wants to continue her education in hydroponics and aquaculture (hydroponics is a method of growing plants in water, without soil, using mineral nutrient solutions; and aquaculture is the farming of aquatic organisms such as fish, crustaceans, mollusks and aquatic plants).

"I want very much to be a leader among my brothers and sisters in the union as well as in the community," she said. "I want our food to be pure. I want healthy food to be affordable."

Sister Merwin hopes to continue her studies at Southeastern University, the University of New Orleans, or at Louisiana State University.

Randi Isenhardt

Randi Isenhardt hails from Del Haven, N.J. She is the daughter of Inland Captain **Randy Isenhardt** (and mother Christina, a school nurse).

A 2011 graduate of Lower Cape Mary Regional High School, Isenhardt posted an overall 4.85 GPA in her secondary education studies. She was a member of the National Honor Society and was active in dance and gymnastics.

Randi plans to study the sciences and mathematics in college, ultimately earning her degree in biology. "Although I do not yet know what exactly I want to do with a degree in biology, I am contemplating research and pre-medical studies," she said. "I just know that I have always been told to do what you love, and I love science, so a degree in biology is the first step to doing what I love."

Isenhardt has applied to Brown University, Tufts University and the University of Rochester.

Nermine Abdelwahab

Nermine Abdelwahab wants to pursue a career in engineering.

The daughter of AB **Mohamed Abadelwahab** (and mother Ekram Ahmed, a housewife), Nermine was born in Alexandria, Egypt. She is a 2011 graduate of Southwest High School in Minneapolis, Minn., where she posted a 3.94 GPA, was a member of the National Honor Society and was active in a number of other non-athletic pursuits including Amnesty International and Habitat for Humanity. In the athletic arena, Nermine participated in tennis, softball and badminton.

"Engineering has always intrigued me as I view it to be the foundation that change can be built on," she said. "Engineering will provide me the tools, innovation, and knowledge to make a change worldwide."

"Through my own experiences, I believe that infrastructure, industry, and sustainability is what distinguishes a third world country like Egypt from America, and all of these factors can be obtained through an engineering background," Nermine continued. "Overall, I hope to expand my knowledge in engineering and give back to the world in a way that can make a tangible difference."

She has applied to Northwestern University, the University of Chicago and Carleton College.

Hailey Grubbs

A native Floridian, Hailey Grubbs was born in Duval County and currently resides in Neptune Beach, Fla.

She is the daughter of Recertified Bosun **Robert Grubbs** (and mother Connie, a realtor) and is a 2011 graduate of The Bolles School in Jacksonville, Fla. Hailey achieved a 4.55 GPA during her secondary education training and was a member of the National Honor Society. She served as president of both Big Brother & Big Sisters and the Leigh Meadows Service Cub at her school and was a member of the yearbook staff. An accomplished swimmer, Hailey was a four-year member of Bolles' varsity swimming team.

"I cover 50 yards in 27 seconds. I move faster than a tuna," said Grubbs, whose parents introduced her to swimming at the age of four. She spent the past three summers serving as a lifeguard, coaching swim teams and giving swim lessons at inner-city pools to children who could not swim.

"I can attest to the sense of purpose and accomplishment this hard work has provided me," she said. "For this reason, I've decided to study medicine, and become a pediatric physician, surrounded by children, working to maintain their safety and health."

She looks forward to the challenges of a pre-med curriculum while attending the University of Miami, University of Florida or Florida State University. "I am ready to jump in," she concluded.

Allison Matias

Allison Matias was born in California but now resides in Virginia Beach, Va.

A 2011 graduate of Landstown High School, Allison is the daughter of Chief Cook **Efren Matias** (and mother Nellie, a registered nurse). As a high school student, she was active in a number of non-athletic activities including Model United Nations, DECA, and the Asian Pacific Islander Cultural Society. Allison also held memberships in the National Honor Society and Spanish Honor Society. She graduated from Landstown High with a 3.96 GPA.

Allison and her family relocated from San Diego to Olongapo, Philippines, when she was two years old. "Enveloped in a culture so rich in personality and warmth, I grew up with an open mindset," she said. "Residing in a developing country has led me to witness poverty and develop an absolute respect and reverence towards education."



"My experience in the Philippines honed my thoughts from a young age, thus leading to my decision of becoming a doctor capable of helping those in need," she continued. "Having seen the immense need for more capable individuals to assist the poor, I could not help but yearn to one day be a person who is able to flourish in the community."

Allison hopes to pursue a pre-med course of study at the Virginia Tech, Old Dominion University or the University of Virginia.

Gabrielle Camacho

Gabrielle Camacho is the daughter of AB **Noel Camacho** (and mother Wilhelmina, a nurse).

She is a 2011 graduate of Otay Ranch High School in Chula Vista, Calif. Gabrielle participated in junior varsity track and field, was active in volunteer work in her community and achieved a 4.12 weighted GPA. She was a member of the National Honor Society as well as Key Club International.

"Living in Honolulu and San Diego, I have lived a relatively sheltered life," Gabrielle shared in her scholarship nomination package. "My family has always been very protective of me."

"However, as protective as they were, they could not shield the harsh realities of the world from me forever," she continued. "I am aware of the beautiful and wretched occurrences in my surroundings and internationally."

"My empathy has allowed me to become president of a community service club that is a branch of Key Club International and it is also the basis of my decision to strive toward becoming a pharmacist and paramedic," she concluded. "Both professions require me to travel a rigorous pathway."

Gabrielle hopes to attend the University of California. Congratulations are in order to each of the foregoing scholarship recipients. It is the hope of SHBP Plan officials and the union membership as a whole that they all prosper in their respective higher educational endeavors.

Remembering Father Boileau

On a more somber note, The Rev. David A. Boileau, who served as a member of the Seafarers Health and Benefits Plan scholarship committee for many years, passed away Jan. 24 at Ochsner Medical Center in New Orleans. He was 80.

Father Boileau over the years assisted the SIU and its educational programs in many ways and was regarded as a true friend of the union. He will be sorely missed. Condolences are extended to members of his family.

Scholarship Committee



Members of the calendar year 2011 SHBP Scholarship Committee in early May met in Philadelphia to choose this year's award recipients. Comprising the committee (above, from left to right) were: Dr. Louis Fernandez, provost and vice president academic affairs, California State University, San Bernardino; Dr. Gayle Olson, University of New Orleans (retired); Dr. Trevor Carpenter, College of Southern Maryland (retired); Dr. Keith Schlender, University of Toledo; Dr. Henry Toutain, Kenyon College; and Dr. Charles Lyons Jr., American Association of Colleges and Universities (retired). Also participating on the committee, but not pictured was Dr. Henry Glaser, St. Mary's College (retired).

U.S. Navy Names Next T-AKE for Cesar Chavez

Secretary of the Navy Ray Mabus on May 18 announced that the 14th Lewis and Clark class of dry cargo/ammunition ships (abbreviated as T-AKE) will be named the *USNS Cesar Chavez*.

"Continuing the Lewis and Clark-class tradition of honoring legendary pioneers and explorers, the Navy's newest underway replenishment ship honors the memory of Mexican-American civil rights activist Cesar Chavez," the Defense Department said in a news release. "Chavez served in the Navy from 1944-1946 after which he became a leader in the American labor movement and a civil rights activist who co-founded the National Farm Workers Association, which later became the United Farm Workers."

Members of the SIU Government Services Division sail aboard the T-AKE vessels.

"Cesar Chavez inspired young Americans to do what is right and what is necessary to protect our freedoms

and our country," said Mabus. "The *Cesar Chavez* will sail hundreds of thousands of miles and will bring support and assistance to thousands upon thousands of people. His example will live on in this great ship."

Designated T-AKE 14, the *Cesar Chavez* is being built by union-contracted General Dynamics NASSCO shipyard in San Diego. Eleven of the T-AKEs are slated to serve as combat logistics force (CLF) ships, and three are scheduled to be part of the maritime prepositioning force (MPF). The *Cesar Chavez* will serve the CLF missions, helping the Navy maintain a worldwide forward presence by delivering ammunition, food, fuel and other dry cargo to U.S. and allied ships at sea.

According to the Navy, each ship in the class is 689 feet in length, has a waterline beam of 105 feet, displaces approximately 41,000 tons, and is capable of reaching a speed of 20 knots.

SIU, MTD at White House Roundtable



SIU Port Agent Pat Vandegrift (right) and Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan (left) participated with nearly 40 other people in the White House Champions of Change Roundtable on Transportation on May 16. The session included union and non-union attendees from the maritime, air, rail, trucking and bus industries as well as infrastructure and environmental groups. Deputy Secretary of Transportation John Porcari (center) hosted the discussion, which also featured a visit by Presidential Senior Advisor Valerie Jarrett. Maritime issues were among the many topics discussed. Vandegrift (who is based in Piney Point, Md.) and others outlined how the Jones Act has been valuable to the U.S. economy for job creation for mariners, shipbuilders and other associated fields. A push to commit more resources for waterway transportation also was made.

Mayor Meets Seafarers



Then-mayoral candidate Alvin Brown (second from right) chatted with Seafarers recently at the union hall in Jacksonville, Fla. In an extremely close runoff election last month that was deemed a major upset, Brown, the labor-backed candidate, won by approximately 1,500 votes (out of about 193,000 cast). He is pictured at the hall in early April with (from left) Steward/Baker Shirley Bellamy, SIU Asst. VP Archie Ware, OMU Edgar Young and SA Rosalie Long.

CIVMARS Help Rescue 5 Near Solomon Islands

SIU Government Services Division members aboard the *USNS John Ericsson* participated in a rescue of five people who were lost more than 35 miles away from the nearest shore. The rescue took place May 18 near the Solomon Islands.

While conducting routine operations in the Solomon Sea May 17, the *Ericsson* received notification from the Maritime Rescue Coordination Centers in Australia and Papua New Guinea at about 11 p.m. to be on the lookout for a missing commercial vessel. At about 8 a.m. local time the following morning, OS Tyrone Mouzon spotted a small commercial vessel with five individuals aboard waving frantically. Mouzon notified the watch officer, Third Mate Timothy Gervais, who alerted the *Ericsson's* civil service master, Capt. Richard Kirk. Kirk immediately ordered the ship to sail towards the small craft to render assistance.

The *Ericsson* carefully inched close to the boat and the ship's crew secured lines

to the small craft. Safely secured alongside, the *Ericsson* brought the commercial sailors on board where they received a medical examination as well as food and water.

"The sailors were tired and dehydrated but they appeared to be in good condition," said Kirk.

According to Kirk, the five Solomon natives said they were transiting between the Solomons' Nissian and Bougainville islands when they became disoriented by bad weather and heavy seas, spending two nights and three days lost more than 35 miles out to sea.

"They had no food and water remaining," said Kirk.

The *Ericsson's* crew also salvaged the small boat by placing a large net underneath the vessel, lifting it out of the water using the ship's crane, and securing the boat to the side of the ship for transport. The *Ericsson* then made the short transit to nearby Bougainville Island where the five mariners, along with their vessel, were repatriated ashore.

St. Louis Port Council Honors 4



More than 300 union members, elected officials and guests saluted four people for their work within the labor community during the 31st annual Greater St. Louis Area and Vicinity Maritime Trades Department Port Council dinner on April 30. In the photo above, Port Council VP Jack Martorelli (left) and Secretary-Treasurer Becky Sleeper (who also serves as the SIU port agent in St. Louis) present the Joe Sacco "Friend of Labor" Award to Robert Kelley, accepting on behalf of his late longtime friend Robert Kortkamp, who recently passed away. In the other photo, holding his Labor Man of the Year Award is IAM District 837 President Gordon King. Presenting the ship's wheel (from left) are Martorelli, Port Council President Dick Mantia and MTD and SIU President Michael Sacco. The Able Helmsman Award went to Missouri State Treasurer Clint Zweifel, while George C. Roman, VP for state and local government operations at Boeing, received the Management Man of the Year Award.





SEAFARER EARNS DIPLOMA – Following the May membership meeting in Piney Point, Md., Paul Hall Center VP Don Nolan (right) applauds GUDE Alethea Earhart for earning a high school diploma through center's state-certified program.



CELEBRATING 45TH ANNIVERSARY – AB Josefino Casugay (left) and his wife, Erlinda, recently celebrated their 45th wedding anniversary. Josefino has been an active Seafarer since 1968, while Erlinda, though retired as a full-time educator, still works part-time at a faith-based preschool. The happy couple resides in California.



WELCOME ASHORE – At the union hall in Jacksonville, Fla., SIU Asst. VP Archie Ware (right) congratulates Capt. Charles Jones on his retirement and on a job well-done. A Seafarer since 1980, Jones sailed with Crowley.

At Sea and Ashore with the SIU



ON THE WEST COAST – SIU Asst. VP Nick Celona (right in photo above) and Patrolman Nick Marrone II (center) represented the union during the late-April meeting of the U.S. Maritime Administration's ship managers working group, which took place in San Francisco. Topics included the numerous, consistent steps maritime labor has taken to help continue meeting the nation's seafarer readiness needs. Pictured from left to right are AMO National Asst. VP Daniel Shea, MarAd Office of Ship Operations Director William Cahill, Marrone, Ocean Shipholdings President and CEO Jim McGregor and Celona. In the other photo, taken at the union hall in Oakland, Calif., Celona administers the union oath and presents an SIU book to Bryan Wynn, who sails with Starlight Marine.



ABOARD HORIZON EAGLE – Closely focusing on their work in the engine room are (photo at left above, left to right) Chief Engineer Joe Olszowy and DEU Younis Kaid. Fellow crew member QMED Samuel Garrett is shown in the other photo.



THESE 'LOSERS' ARE WINNERS – Seafarers at Crowley/Petty's Island started shaping up for the New Year via a "biggest loser" weight-loss contest. Beginning in early January and ending in late March, 14 participants shed a combined 258 lbs. Charles Wisler and Samuel Birth from the mechanic shop shared first-place honors by each losing 49 lbs. Seafarer Stanley Williams came up with the contest idea and presented Wisler and Birth with prizes and certificates of achievement. All participants thanked Terminal Manager Ken Orben for supporting the contest. Competitors included (front row, from left) Dennis Saggese, David Christinzio, Gabriel DeJesus, Regina Emmons, (back, from left) Samuel Birth, William Murray, Patrick Bradley, Stanley Williams, Joseph Endres, Scott Smith, Charles Wisler and Anthony Lombardo. Not pictured are Thommie Hampton and Milli Davis.



BACKING PUBLIC EMPLOYEES – Seafarers in the Ft. Lauderdale, Fla., area rallied April 4 in support of teachers and other public employees. Pictured at the demonstration – which was part of organized labor's "We Are One" platform – are (from left) Recertified Bosun Joe Caruso, AB Joseph Lane, Port Agent Kris Hopkins, AB Randy Powell, an unidentified fellow supporter and Unlicensed Apprentice Patrick Bethel.



TALKING UNION IN CHARM CITY – SIU Baltimore Port Agent Elizabeth Brown (left) catches up on the latest union news with Unlicensed Apprentices Jarvis Stanley (center) and Kyle Silva at the union hall before the latter two individuals signed on aboard the nearby *Alliance Norfolk*.

Debunking Myths: Report Separates Facts From Fiction About Public Sector Union Workers

Editor's Note: Elements from the "Radical Right,"—in a carefully calculated campaign to divide well-meaning individuals and promote hatred based on misinformation, distortions and outright falsehoods—are spreading a host of myths that demonize government and labor unions. Essentially, their goal is to portray progressive public officials and public sector workers as villains. In an effort to counteract these actions and the recent and on-going attacks on union workers' rights and provide the general public and union members with accurate information, the New York-based Joseph S. Murphy Institute for Worker Education and Labor Studies and some of its affiliated agencies published a booklet titled "In the Public Interest: Debunking the Myths about Government, Government Workers, and Unions." The material appearing in the following article was extracted from that publication.

There is no denying that America currently is struggling through some very challenging times. People are out of work, prices are soaring, public services are down, wages are stagnant and families are still losing their homes.

This state of affairs is made more dismal as a result of efforts by well-organized groups of radicals who are trying to convince the American public that overpaid government workers are to blame for the nation's current economic problems. Attacking public sector workers conveniently focuses attention on the two things the radicals hate the most: government and unions. But complaining about the evils of government and unions is not new. What is different now is that the country is in terrible economic condition and people want an explanation.

In response, some politicians and media personalities are repeating myths that demonize government and unions, making progressive public officials and public sector workers into villains. These actions create serious consequences: they divide well-meaning individuals and promote hatred based on misinformation, distortions and outright falsehoods. Additionally, these myths divert public attention from the real problems being encountered in our nation including: a financial sector that has wreaked havoc on our economy; tax cuts for the wealthy that have increased our national debt at the worst possible time; vast concentrations of wealth and power alongside economic hardship and insecurity; and the ability of the "monied class" to prevent the democratic process, dominate the mass media, and shape public opinion in ways that hurt the vast majority of Americans.

Following are seven myths perpetuated by radicals, information on why these myths are nothing more than folklore and alternative explanations and possible remedies.

MYTH # 1

Government workers have it too good. Public sector workers have much higher salaries than other workers—plus gold-plated benefits and perks. The average worker is forced to pay taxes to support a level of compensation they themselves can only dream of. Public sector workers are lazy, rude and unproductive. And they're on permanent vacation.

REALITY

■ The radicals and the media are fond of highlighting government abuses. Some of these abuses are very real, but they also exaggerate reality and misrepresent the facts to make all government workers look like villains.

■ The work of government employees—police, firefighters, teachers, train track workers—is important, often stressful, and sometimes dangerous. The salaries of public sector workers are well earned.

■ Public sector salaries are not lavish. The radicals like to compare private and public sector without considering important factors that are relevant to salaries such as age, years of experience, and level of education required for the job (government workers are twice as likely to have a college degree). When these factors are considered, according to one study, public sector workers earn 11 percent less than comparable workers in the private sector. Even when health and retirement benefits are included, public sector workers earn less than their private sector counterparts with comparable educational levels.

■ Public sector workers—like their private sector counterparts—have increased their productivity significantly over the years. But neither group has been compensated for increased productivity. If workers' wages kept pace with productivity, they would be making a lot more money.

■ In fact, wages in the public sector, like those in the private sector, have been stagnant. Lately, public sector unions and their members have been taking a beating. Last year, 51 percent of cities across the country froze or reduced pay, while 25 percent laid off workers, 24 percent reduced health benefits, and 22 percent revised union contracts to reduce pay and benefits.

■ Public sector workers have families that depend on them for financial support. And they and their families are part of communities that thrive when people are working.

■ Laying off workers or cutting back on their compensation not only puts workers in jeopardy, it affects the economic and social wellbeing of their communities.

■ In effect, radicals want to turn good jobs into bad jobs—jobs without decent pay, benefits, security, or pensions. Anti-union efforts have already succeeded in doing this in the private sector. Over the past 30 years, many private employers have cut pay and stopped offering health care, pensions and other benefits. Now the Radical Right is turning its attention to the public sector, closing off more opportunities for people to enter and stay in the middle class.

■ Cutting back on public sector employment affects everyone, but impacts some more than others. Government jobs have been an important avenue for upward mobility for women. And while the vast majority of public sector workers are white, a disproportionate number are African American. Increasingly, public sector jobs have become a source of employment for Latinos as well. Public employment has been a path to the middle class and has brought a level of economic stability to these communities. Veterans, too, have benefited from public employment. According to the Bureau of Labor Statistics, 13 percent of all employed veterans work for state and local government. Cutbacks hurt these constituencies more than others.

■ Well-funded, orchestrated attacks on public sector workers encourage workers to blame each other for our problems. These attacks amount to "blaming the victim."

■ The real and obscene differences in compensation are those between workers and corporate executives—especially when considering such perks as bonuses, stock options and golden parachutes. Compensation for the CEOs of the 500 largest companies averaged \$8 million



last year.

■ The real culprits are the financiers and corporate elite who got us into this mess and continue to make handsome profits.

A BETTER PLAN

Increasing revenues (by taxing corporations and the very wealthy), expanding public works, and creating new jobs with better wages and benefits for public and private sector workers will build stronger communities and create a firm foundation for economic growth.

MYTH # 2

Government is too big. Government is one big, bloated bureaucracy with too many workers. Besides, much of what government does could be done better and more efficiently by private companies. We need to cut government services.

REALITY

■ Government provides services that are essential. Public sector workers teach our children, pave our roadways, repair our bridges, collect our garbage, staff our libraries, patrol our streets and put out fires. That doesn't mean that government always gets it right or that efficiency couldn't improve. But the work that public employees do to keep us safe, healthy, and educated is important to our daily lives and all too often is taken for granted.

■ There is no evidence that turning government work over to private companies—contracted out—saves money. When overruns, contract monitoring, contract administration, and other direct and hidden costs are considered, contracting out can be very expensive. One estimate puts the added cost at 25 percent.

■ There are plenty examples of contracting out leading to greater inefficiencies, declines in services, corruption, and/or increases in user fees. And because of legal fees, getting out of privatization agreements can be costly as well.

■ Besides, private companies cherry pick the goods and services that can turn a profit—and leave the rest for government to handle. You won't find, for example, companies taking on mail service to rural areas or healthcare services for the poor. Privatizing forces taxpayers to pick up the tab for expensive but necessary services the private sector doesn't want to provide, while private companies walk off with the profits from the easy jobs.

■ Education, public safety, legal protection, and a clean environment—all are essential to a healthy democracy. It's dan-

gerous to rely on private companies to meet these needs. While public agencies are subject to close scrutiny and oversight and must meet clearly defined standards (in wages, safety, ethics), private companies are much less accountable. While the public sector's goal is to meet the public need, the chief goal of any private company is to make the biggest profit possible.

■ The United States spends less on government services than almost any other developed nation in the world—less than Japan, Canada, Britain, France or Germany.

■ It's not that government is too big; it's that the influence of the wealthy on government is too large.

■ As the cost of running for public office increases, so does the influence of the "monied class". It now costs on average, \$1.4 million in campaign funds to win a seat in the House of Representatives and \$7 million to win a seat in the U.S. Senate.

■ Running for office usually requires some very wealthy donors. But sometimes the very wealthy pick up the costs of winning an election themselves.

■ High-priced lobbyists also ensure that the interests of the wealthy are well represented in the halls of government.

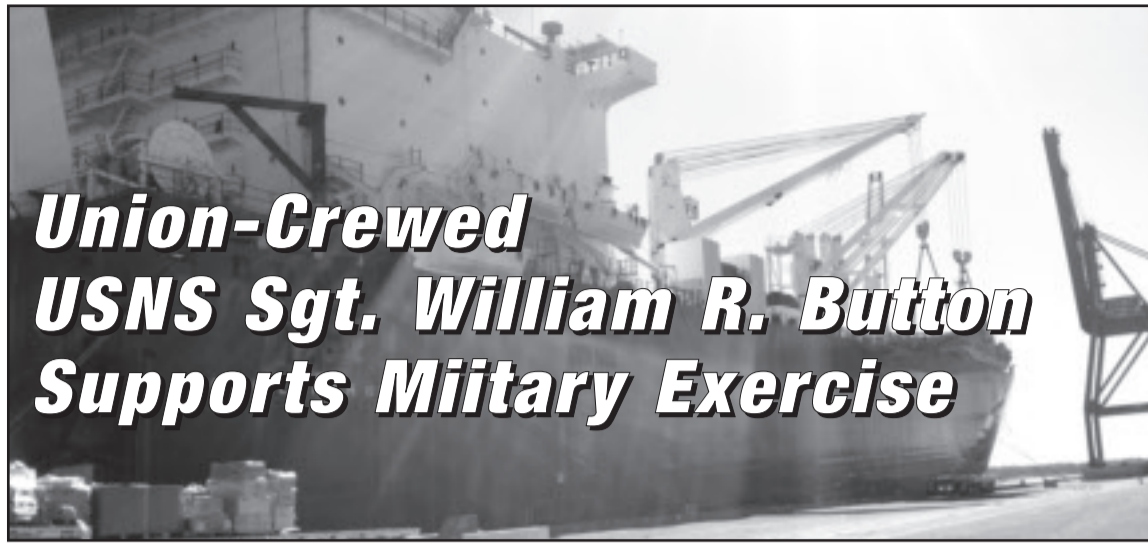
■ To shine light on the connection between money and public policy, one useful website, MAPLight.org tracks the money politicians receive related to each vote they cast. In one case concerning telecommunication companies, Congressional representatives who changed their position to support the telecoms received twice as much in political contributions from the telecoms as those that did not. In another case related to regulating the financial industry, those voting against financial reform received 41 percent more in contributions from big banks than those voting for regulation.

■ One result for the "money talks" culture: Congress passed tax cuts for the wealthy in the midst of one of the worst economic crises the nation has ever seen. Another result: a huge spike in the concentration of wealth in the hands of a few and record levels of economic and social inequality.

A BETTER PLAN

Working people and the organizations that represent them can—and often do—check the power of money by organizing at the ballot box and in the streets. Government is contested terrain. Our goal should be to take back our government—not weaken it.

(The remaining myths will be published in an upcoming edition of the LOG)



Union-Crewed USNS Sgt. William R. Button Supports Military Exercise

The USNS SGT William R. Button

The AMSEA-operated *USNS SGT William R. Button* was one of two SIU-crewed Military Sealift Command (MSC) ships that supported operations March 1-13 during Pacific Horizon 2011 (the *SS Curtiss* was the other). An annual training event which is part of MSC's Prepositioning Readiness Program, the exercise is designed to perfect the ability of U.S. Navy and U.S. Marine Corps forces to conduct at-sea transfers of equipment from sealift platforms to ships and shoreside locations via surface craft. This year's maneuvers took place off the coast of Camp Pendleton, Calif., and involved some 2,500 sailors and Marines, the two MSC vessels, and their respective SIU crews.

"Having these two ships here for us to train with is an outstanding opportunity for us," said Sgt. Maj. Randal Carter. "These crews are professional and provide us an excellent opportunity to train and to learn in an environment that is a lot like the areas we, as Marines, operate in during our missions."

During the at-sea equipment transfer portion of the exercise, Sailors and Marines—with the assistance of the *Button's* 31 crew members—moved some 200 pieces of

Marine Corps field equipment from the *Button*—anchored some three miles off shore—to Camp Pendleton's Red Beach area. Included were trucks, power trailers, 20-foot containers and Humvees. The gear was returned to the ship during the final phases of the exercise.

In preparation for the start of equipment discharge, *Button* crew members, following their March 2 arrival off the Camp Pendleton coast, participated in a pre-operations and safety brief, and a safety drill. "These kinds of training exercises are always valuable to us," said Capt. David Eddy, *Button* master. "They help us iron out wrinkles, to learn how to move around on the decks with different kinds of cargo and to best figure out where things should go to make the mission move forward smoothly."

MSC operates approximately 110 non-combatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.



Bosun Gregory Jackson and AB John Gonsalves



The helicopter above conducted operations aboard the *SS Curtiss* during while military equipment (below) was being off-loaded from the *USNS SGT William R. Button*. Both maneuvers took place during Pacific Horizon 2011.



The *Button's* deck department during the exercise was comprised of (photo above): AB Jerry Stillman, AB ATM Reza, AB Travis Long, AB Jose Sanchez, AB John Gonsalves, AB Elhassan Hussein and Bosun Gregory Jackson.



Members of the *USNS SGT William R. Button's* engine department are shown above. Among those pictured are QPMP Charles Ellsworth, QEE Efren Villarosa, GUDE Joseph Quitugua, QMED Mohamed Sylla and Storekeeper Bayani Alcantara. Four members of the riding crew are also shown. The steward department (photo at right) consisted of SA Antonio Montero, SA Timoteo Nunez, SA Ardeccia Hill, Chief Baker Calvin Williams, Steward Edwin Bonefont, SA Kipp Worthy and Chief Cook Ellis Edwards.





Clockwise beginning above, SIU President Michael Sacco (left) takes in the Maritime Day activities during the U.S. Maritime Administration's (MarAd) event at the U.S. Department of Transportation. To Sacco's left are other current and former SIU officials including Terry Turner, former SIU Legislative Director; VP Contracts George Tricker; and Asst. VP Ambrose Cucinotta. Sen. Frank Lautenberg (D-N.J.) delivers the keynote address during the MarAd event, while Rear Adm. Mark Buzby, commander, Military Sealift Command; Maritime Administrator David Matsuda and

Gen. Duncan McNabb, commander, U.S. Transportation Command (right) Kelleher is displaying the six posthumous awards he received from MarAd. Oliver Kelleher, who died at sea during World War II. Unlicensed Apprentices L. Admiral Buzby and General McNabb, along with Unlicensed Apprentices L. hand salutes during a portion of the wreath laying ceremony at the Washi

Ceremonies Honor U.S. Merchant Marine's Valian

U.S. Merchant Mariners past and present were saluted May 19 during the traditional National Maritime Day ceremonies in Washington, D.C. The U.S. Maritime Administration (MarAd), U.S. Military Sealift Command (MSC) and the Propeller Club each hosted an event honoring the service and sacrifice of America's civilian seafarers.

The SIU as usual made a strong showing. Dozens of unlicensed apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education attended the ceremonies, including three (**Priscilla Greene, Jason Allen and Leo Onofrio**) who played important roles in the MarAd and MSC events, respectively. SIU headquarters officials President Michael Sacco, Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel, Vice President Contracts George Tricker and Assistant Vice President Ambrose Cucinotta represented the union throughout the day.

Gen. Duncan McNabb, commander, U.S. Transportation Command, was the featured speaker both at MSC's ceremony and at the Propeller Club luncheon. U.S. Senator Frank Lautenberg (D-N.J.) gave the keynote address at MarAd's event, which also included a video message from Transportation Secretary Ray LaHood and remarks by Maritime Administrator David Matsuda.

MarAd kicked off the day at Transportation Department headquarters as Matsuda honored the memory of Richard Oliver Kelleher. He presented six posthumous awards to the family of Kelleher, whose death at sea during World War II symbolized the sacrifices of all U.S. Merchant Mariners. Accepting the awards was Kelleher's brother, Herb Kelleher, founder of Southwest Airlines.

Richard Kelleher, a fireman-watertender, was just 19 years old when he died while serving onboard the tanker *SS Patrick J. Hurley*. The vessel was torpedoed on Sept. 12, 1942 by a German U-boat.

"Richard's desire to serve at a time when our country needed him most is an inspiration to us all," said Matsuda. "His story is an example of the courage and commitment to serve that still exists in the men and women who go to sea today."

LaHood pointed out America always has relied on its merchant mariners. He said that in

addition to contributing billions of dollars to the nation's economy, "In times of emergency, our civilian mariners sail into dangerous waters to fortify our nation's defense. Over the past three years alone, the U.S. Merchant Marine has delivered more than 300,000 pieces of war material to the battlefields in the Middle East."

Lautenberg said he still has a personal appreciation for civilian mariners. He was in the armed forces during World War II, when he spent time aboard U.S. merchant ships.

"I witnessed firsthand the difference the merchant marine makes," he said, adding that maritime remains "a vital American industry. I have tremendous respect for our country's mariners. The work that you do is vital. You are civilians who are patriots, and we wouldn't be where we are today without the heroic contributions of mariners. I thank each and every one of you for always answering the call of duty. I salute the courage and service of those who fought on merchant ships and who contribute so much to our security and economy."

At the luncheon, General McNabb thanked the industry as a whole for its collective efforts to support our armed forces. "This nation is very well-served by what you all do," he said.

He cited the large numbers of U.S. Merchant Marine casualties in World War II (including more than 1,200 SIU members who gave their lives) and then recalled being at the Pentagon on 9/11. Throughout the decades in between and right up to the present, "This really is a battle about good over evil," he stated, emphasizing that a strong merchant fleet is one key to winning.

"I think about our mariners going out and putting everything on the line to protect our freedom. It is so noble what they've done," the general declared.

Among the keys to maintaining a capable American-flag fleet are cargo preference laws, the U.S. Maritime Security Program (MSP) and the Jones Act, which applies to domestic shipping. General McNabb said, "I obviously think cargo preference, MSP, the Jones Act – all of those things are absolutely essential for having a very strong merchant marine."

Later, during the MSC ceremony – hosted by MSC Commander Rear Admiral Mark Buzby at the Washington Navy Yard – General McNabb said, "The merchant marine has always been the

linchpin of our U.S. commercial sealift capability and has come to America's aid at the most crucial times in history, projecting power wherever and whenever needed. It is an understatement to say we count on you. We absolutely depend on you."

At the heart of the formal military ceremony was the presentation of three commemorative wreaths in solemn remembrance of mariners lost at sea. During presentation of the wreaths, the guests stood and service members, including McNabb and Buzby, saluted as the Navy Ceremonial Guard firing party fired three volleys of seven, and the Navy Brass Quintet played "Taps." Following the ceremony, the wreaths were placed in front of the merchant marine bronze relief sculpture at the Navy Memorial in downtown Washington.

"We depend on you to meet the mission of transportation. We at MSC know so it is fitting to edge the great dedicated merchant Marine."

National Maritime Day is the contribution of the Merchant Marine, civilian mariners who defended the nation since 1775, and who are the largest sealift force known during the war. We acknowledge the contributions to the nation's security.





(right) joined Herb Kelleher for a posed photo. MarAd in memory of his late brother, Richard Justice Priscilla Greene sounds eight bells while Leo Onofrio and Jason Allen (right) render Washington Navy Yard.

Merchant History

depend on [our mariners] every day to mission requirements of the best ocean nation system in the world," said Buzby. ISC are proud of our civilian mariners, noting that today is set aside to acknowledge great debt of gratitude we owe to the men and women of the U.S. Merchant

National Maritime Day is May 22 and honors contributions of the American Merchant civilian men and women who have the freedom of the United States since and who collectively carried out the valiant operation the world has ever during World War II. The day also recognizes the maritime industry's contribution to the nation's economic and national secu-



President Obama Issues Maritime Day Proclamation

In times of peace or war, the civilians serving in the United States Merchant Marine have helped keep our Nation safe and prosperous. We depend on these men and women serving on our ships and tugs, in our ports and shipyards, close to home or far at sea, to connect businesses, service members, and citizens around the world. On National Maritime Day, we honor their invaluable contributions to America's economic strength and security.



President Barack Obama

On May 22, 1819, the SS Savannah completed the first successful voyage by a steam powered ship across the Atlantic, shepherding in a new age of maritime travel and transport. By the 20th century, the United States maritime trade was booming, fostering exchanges across the world and aiding our military at war. During World War II, Merchant Marines were critical in providing necessary supplies and services to troops abroad, while suffering an extraordinarily high death rate. Hundreds of merchant ships fell to enemy action, and nearly one in thirty mariners did not return home.

United States flag vessels and those who operate them continue to be an integral part of our military operations overseas. They support operations in Iraq and Afghanistan, as well as humanitarian aid missions and disaster relief efforts. Without the steadfast commitment of our mariners, our Nation would not be as prepared to deal with unforeseen events, conflicts, or crises. Their bravery and valor make our waterways safer and more efficient every day.

Today, our maritime industry is a valuable source of skilled employment for American workers, contributing billions of dollars to our economy. It is also a critical part of our transportation system. Last year, my Administration implemented "America's Marine Highway Program," an effort that enables American businesses to participate in improving the safety and environmental sustainability of our waterways. Our mariners' continued work is helping American industry remain competitive in the global economy, pushing us toward a more prosperous and free 21st century.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day," and has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, do hereby proclaim May 22, 2011, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this eighteenth day of May, in the year of our Lord two thousand eleven, and of the Independence of the United States of America the two hundred and thirty-fifth.

The Ed Woods Story

– A Teenager

In World War II

Editor's note: This is the seventh installment in a series written by Edward T. Woods, a U.S. Merchant Marine veteran of World War II who sailed in the engine and steward departments. Previous entries were published off and on beginning with the September 2010 edition of the LOG. The remaining chapter will follow in an upcoming issue.

Now 83 years old, Woods was 16 when he shipped out aboard the S/S Horseshoe in 1944.

The most recent installment of his story (published in the May edition) ended in 1946, after Woods had returned to New York following a voyage to Italy and then shipped out again, to Germany.

I first went to Germany as a merchant seaman in June 1946, about a year after it had surrendered to the Allied Forces. Hostilities in Europe had ended in May 1945. World War II, however, was not scheduled to officially end until the last day of the year, December 31, 1946.

The fighting may have been over but it was still not a pleasant time to be in Germany. The country was under Martial Law, and the citizens and occupying personnel were subject to many restrictions imposed by the military government. For one, there was no fraternizing. A heavy fine was levied on anyone found socializing with the former enemy. In addition to this, the people were living just a little above the starvation level. For the latter reason, a "black market" existed. The Germans wanted food and cigarettes, and they were willing to part with their family heirlooms and other prized possessions to obtain these scarce items.

When I say black market, I don't mean any big money-making scheme. The Americans wanted souvenirs and the Germans wanted food and cigarettes. It was simply a matter of trading. No money changed hands.

When we withdrew money from our account aboard ship, it was given to us in American Occupation Scrip, German Marks. We used it in the seamen's club and in the Army PX. Every so often, the American military occupation government would have the scrip reissued in a different design and declare the previous issue null and void. I could only exchange my old scrip for the new scrip up to the amount I had withdrawn from my ship's payroll account. This system was used to curtail black marketing; however, it was said that the Russians had stolen the plates for printing the money and were flooding the country with the unlawful currency.

I was working on an U.S. Army Transport, the *General W.P. Richardson*. We carried troops back and forth between New York City and Bremerhaven. I don't recall staying more than a week in either port. I had no food to barter, but I did have cigarettes. Trading with cigarettes was also against the military laws of occupation. However, the law was seldom, if ever, enforced inside the fenced-in port area.

Access to the road leading into the city of Bremerhaven was limited to two gates, one for the occupying forces and the other for the Germans workers. When passing through the gates everyone was physically searched for contraband. We were only allowed to take two packs of cigarettes ashore with us each day. Anything more was immediately confiscated by the military guards on duty. We soon discovered we could do more and better trading inside the fenced-in sector. The German workers seemed to be able to carry anything they wanted in and out of the gated port area.

Bremerhaven was and still is an important European seaport. Inside the enclosed sector were huge cranes for moving and lifting machinery, some of the biggest dry docks in Europe, miles of docking space, extensive repair shops, and close by to all of this were submarine pens. German U-boats were there and I wanted to see them. I had sailed on oil tankers for over a year during the war and the very thought of these undersea monsters had

often kept me awake at night. Memories of attempting to sleep in my bunk while crossing the Atlantic and Pacific Oceans were still with me. I would never forget being awakened by the noise of the horns and whistles of our naval escorts as they chased after an echo or a sighting picked up with their sophisticated locating devices. You don't get much sleep when you are aboard an oil tanker full of high-octane aviation gasoline and there's a possibility of a German U-boat or a Jap sub in the area getting ready to send you and your ship down to Davy Jones' Locker.

Signs in both German and English were at the entrance to the submarine pens warning all unauthorized personnel to keep out. There is something very ominous about the German word "Verboten." It seems to mean so much more in German than it does in English. However, whether I could read German or not, it was quite clear the area was off limits and sightseers not welcome. I was 18 years old; I had sailed through submarine- and mine-infested waters during the war. I was not about to let a few signs stop me from getting a closer look at my former adversary.

I was with a friend, a shipmate, who was as anxious as I was to see the forbidden area. There was no sign of any guards, only a few German workers in the area who didn't seem to take any notice of us. I had seen pictures of German U-boats but I had never seen one up close. There were about five or six of them tied together in a row alongside a pier. My first thoughts as I looked at them were of their size. They seemed small and not seaworthy. I found it hard to believe that these cigar-shaped pieces of metal were the underwater weapons of war that caused so much havoc and death in what Winston Churchill called, "The Battle of the Atlantic."

A German sailor, who appeared to be in charge of the U-boats, greeted us. Following an exchange of words and an offer of a cigarette, he agreed to give us a tour of a boat. Later, as we were climbing out of the hatch, he asked if I was interested in any souvenirs. He then brought out a German Nazi swastika flag. I made every attempt to conceal my excitement in a desperate desire to keep the expected high price down. I wanted this Nazi flag. He wanted two cartons of cigarettes. An unheard of sum! A carton of cigarettes in town and out of the port area would buy the whole submarine.

I was not to be deterred. I convinced him to agree to one carton of cigarettes that I didn't have with me. The German sailor, however, promised to hold this hated but much-desired symbol of the Third Reich until my return that afternoon with the cigarettes.

Fortunately, my ship and the U-boat pens were inside the fenced-in port area. Therefore, I could expect to go back and forth between the two sites without any interference. On the walk back to our ship, my buddy cautioned me to be aware of bogus souvenirs. We had heard that once the Germans learned they could trade wartime souvenirs with the Americans for food and cigarettes they began to manufacture flags, medals and parts of uniforms from any material they could find. A lot of the stuff was so

obviously fake, it was turned down. The ever-ingenuous Germans, however, would explain that although the goods do not appear to be genuine, they were made during the height of the war when materials were in short supply and nothing was wasted.

My buddy and I had been in the Pacific Ocean area during the war and both of us could recall the large number of Japanese flags offered for sale or trade by United States Navy Seabees. Some friendly Seabees admitted to us they had made the flags right there in their camp and were able to do a good business with Army Air Corps personnel that passed by. One flag could be worth a whole bottle of good scotch whiskey or a "whole bunch of American money." They showed us how they added a look of authenticity to their product by burning holes in it and rubbing it in the dirt. They would then tell the potential buyer the flag had been taken from a nearby Japanese fort following a fierce and bloody battle.

When I returned to the U-boat with the carton of cigarettes, I gave the flag a good going over and decided it was genuine. I now owned a souvenir swastika flag from the German Nazi era. For a very good reason, I will always recall the day I bought the flag. On the way back to our ship, after making

number of other Navy enlisted men rushed out of the guardhouse and shouted at the man who had fired his gun. They called him all sort of foul names including stupid and asked if we wanted to have them all court-martialed. They told him we were obviously Americans and his actions were completely unwarranted.

For once in my young life, I was speechless. I had just been fired at and I was carrying a Nazi flag. I was in no position to argue with anybody. One of the enlisted men, a petty officer, apologized to us for the unnecessary gunshots, and asked if we would please forget the entire incident. We readily agreed and, still quite shaken, continued on our walk. As we left the gate, we heard the petty officer tell the guard that he was relieved of duty and to report to him inside the guardhouse. Fortunately, it was the last time a bullet was fired in my direction.

There was gambling aboard the troop ships 24 hours a day. Mostly dice games. Non-military passengers and the ship's crew were not allowed to gamble with the soldiers. It was considered a serious offense and violators would be arrested by the military police. The rule was for the protection of the soldiers, as it was known that following the end of hostilities, professional gamblers were finding berths aboard troop ships for the sole purpose of taking advantage of the amateur military gamblers.

A case in point, we had a well-dressed and well-spoken man come aboard in New York as a replacement wiper, a wiper being the lowest position in the engine room. How he had obtained seaman's papers and the wiper endorsement from the U.S. Coast Guard was baffling to us, the engine crew. He was obviously not a seaman and, as soon as he was assigned to a berth, he let it be known that he would pay \$20 a watch (that's \$40 a day) to anyone who would stand in for him. He had all the volunteers he needed, as our base pay in 1946 was about \$100 a month. He told us that he liked to play cards and was looking for a little action. We saw him but a few times after this first meeting until we reached Bremerhaven and watched him being escorted off the ship in handcuffs by the military police. I was pleased to learn the Army had undercover professional gamblers to catch these crooks.

When I returned to New York, I had an offer of a better position and I immediately transferred to the *U. S. Army Transport Edmund B. Alexander* on August 14, 1946. The *Alexander* had been built in 1905 in Belfast, Ireland, for the German Hamburg-America line and was originally named the *Amerika*. It was the biggest and most luxurious ship in the world in 1906. It had the largest set of reciprocating engines still in use in 1946: twin quadruple expansion engines. It had been confiscated by the United States in World War I, renamed the *S/S America* and later the *U.S. Army Transport E.B. Alexander*.

On this, my second visit to Bremerhaven, in September 1946, the *Alexander* was involved in an explosion that caused heavy damage in the engine room. First, we believed it to be the result of a mine and then, based on the location of the damage, it was decided the explosion was due to an internal explosive device. Our government would not accept this decision, so the incident was officially declared to have been the result of an exterior mine that had broken free from its moorings before being disarmed. It was discovered that our ship's degaussing system was not working at the time of the explosion. Our engineers said that the entire system had been inspected and determined to be in good order prior to our departure from New York. My engine room-mates were convinced, more than ever, that



The 18-year-old Woods spends time in Bremerhaven, Germany, in 1946.

the trade, we had to pass within a few hundred feet of the gate used by the German port workers. It was manned by a combination of German police officers and United States Navy personnel. One of the Navy enlisted men at the gate called out to us. We didn't know what he was saying and decided to ignore him. We were out of the restricted area and felt free to walk about without interference from the guards. I also did not want to get involved with any of the military since I was carrying a Nazi flag under my jacket. The two of us felt completely within our rights to continue walking.

However, we stopped walking and turned around very quickly when we heard two shots fired and realized they had been aimed in our direction. We saw it was a Navy enlisted man who had fired the shots and who was now ordering us to come closer to his checkpoint. As we began to walk toward him a

See *Merchant Mariner*, Page 20

Mayor Discusses Maritime Issues



During a May meeting of the Harris County (Texas) AFL-CIO, Houston Mayor Annise Parker (left) took part in discussions concerning the port of Houston. At right is SIU VP Gulf Coast Dean Corgey, a member of the Harris County AFL-CIO executive board.

Personal

Bob Bloom please contact **Beverly Bourqueat** at (409) 724-7268 or (409) 293-0218.

July & August 2011 Membership Meetings

Piney Point.....	Tuesday: *July 5, Monday: August 8
Algonac.....	Friday: July 8, August 12
Baltimore.....	Thursday: July 7, August 11
Guam.....	Thursday: July 21, August 25
Honolulu.....	Friday: July 15, August 19
Houston.....	Monday: July 11, August 15
Jacksonville.....	Thursday: July 7, August 11
Joliet.....	Thursday: July 14, August 18
Mobile.....	Wednesday: July 13, August 17
New Orleans.....	Tuesday: July 12, August 16
New York.....	Tuesday: July 5, August 9
Norfolk.....	Thursday: July 7, August 11
Oakland.....	Thursday: July 14, August 18
Philadelphia.....	Wednesday: July 6, August 10
Port Everglades.....	Thursday: July 14, August 18
San Juan.....	Thursday: July 7, August 11
St. Louis.....	Friday: July 15, August 19
Tacoma.....	Friday: July 22, August 26
Wilmington.....	Monday: July 18, August 22

* Piney Point change created by Independence Day holiday

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

ATTENTION: SEAFARERS

**Help The Seafarers
Political Action Donation
(SPAD) Help You . . .**

Contribute Often!

Dispatchers' Report for Deep Sea

April 16, 2011 - May 15, 2011

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	13	7	4	14	3	2	0	10	10	2
Anchorage	1	3	0	0	2	0	0	2	5	1
Baltimore	1	5	0	5	3	1	1	4	12	0
Fort Lauderdale	11	13	0	11	6	0	8	23	21	3
Guam	2	2	0	2	2	0	0	8	10	0
Honolulu	8	6	0	6	3	0	2	12	10	1
Houston	43	27	0	32	9	0	15	87	50	3
Jacksonville	21	28	1	22	8	0	11	54	53	4
Joliet	3	2	1	5	5	0	0	4	3	2
Mobile	9	8	0	7	3	0	3	22	14	0
New Orleans	11	4	1	9	1	0	8	22	15	2
New York	37	15	3	24	16	1	16	75	33	5
Norfolk	18	20	6	7	19	1	5	33	40	12
Oakland	19	9	0	23	5	1	15	46	27	2
Philadelphia	8	8	1	9	1	1	1	6	12	0
Piney Point	5	6	3	0	2	2	1	6	5	4
Puerto Rico	7	3	1	5	3	0	2	11	19	2
Seattle	19	13	7	26	7	3	14	60	35	11
St. Louis	2	2	0	1	2	0	0	4	4	0
Wilmington	31	22	3	19	10	4	13	62	53	13
TOTAL	269	203	31	227	110	16	115	551	431	67
Engine Department										
Algonac	6	3	3	3	1	2	0	5	5	2
Anchorage	0	3	0	1	0	0	0	0	3	0
Baltimore	3	1	0	3	3	0	0	7	11	0
Fort Lauderdale	11	2	0	9	2	0	5	13	9	0
Guam	0	1	0	1	0	0	0	2	2	0
Honolulu	8	6	1	7	4	1	4	8	8	0
Houston	13	7	0	7	1	0	1	26	27	0
Jacksonville	19	15	0	11	15	0	11	37	38	0
Joliet	3	4	0	1	3	0	0	2	3	1
Mobile	5	2	0	4	2	0	2	15	6	0
New Orleans	3	0	1	3	0	0	1	8	7	2
New York	13	9	1	7	9	0	7	26	23	5
Norfolk	10	11	2	7	16	3	5	17	30	2
Oakland	7	8	0	6	11	0	8	18	14	1
Philadelphia	1	5	0	1	3	0	1	4	5	0
Piney Point	4	1	0	1	1	0	1	3	3	0
Puerto Rico	3	2	0	1	2	0	2	5	12	0
Seattle	11	6	0	9	4	0	3	20	23	0
St. Louis	1	1	0	2	1	0	2	1	3	1
Wilmington	11	10	1	2	7	1	5	27	24	2
TOTAL	132	97	9	86	85	7	58	244	256	16
Steward Department										
Algonac	2	1	1	0	1	1	0	3	2	0
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	1	1	0	1	1	0	0	6	2	0
Fort Lauderdale	4	4	1	2	3	0	3	13	5	2
Guam	3	0	0	0	3	0	0	3	2	1
Honolulu	7	2	0	6	1	0	0	12	6	1
Houston	15	6	0	15	4	0	3	31	12	0
Jacksonville	14	4	0	7	4	0	8	35	8	0
Joliet	0	0	0	0	2	0	0	1	1	0
Mobile	2	1	0	1	1	0	0	7	3	0
New Orleans	4	1	1	2	1	0	2	8	3	0
New York	19	3	0	14	2	0	7	40	5	0
Norfolk	9	7	0	8	6	0	4	22	18	0
Oakland	16	2	0	14	3	0	5	39	6	2
Philadelphia	0	2	1	2	1	0	0	1	1	1
Piney Point	0	1	0	1	2	0	2	2	1	0
Puerto Rico	2	2	0	4	1	1	1	4	2	0
Seattle	24	4	1	11	4	0	7	40	8	1
St. Louis	0	1	0	0	0	0	0	1	3	0
Wilmington	17	1	1	13	1	0	7	53	4	1
TOTAL	139	44	6	101	41	2	49	321	93	9
Entry Department										
Algonac	1	8	16	1	2	2	1	2	12	23
Anchorage	0	1	2	0	0	0	0	0	3	1
Baltimore	1	1	1	1	1	1	0	1	3	2
Fort Lauderdale	0	5	5	0	4	1	1	0	13	9
Guam	0	2	1	0	1	0	0	0	2	1
Honolulu	3	9	1	2	4	1	0	5	12	4
Houston	5	6	3	1	7	1	4	9	29	8
Jacksonville	0	19	4	0	8	2	1	4	38	22
Joliet	0	0	2	0	1	0	0	0	2	4
Mobile	1	2	2	1	2	0	0	0	7	6
New Orleans	0	2	5	1	3	1	1	1	5	11
New York	5	25	5	2	22	2	3	16	74	12
Norfolk	0	10	14	0	7	6	1	0	36	37
Oakland	1	12	6	0	8	5	1	4	20	12
Philadelphia	0	5	6	0	5	2	2	0	0	4
Piney Point	0	2	22	0	2	24	1	0	4	7
Puerto Rico	0	0	0	1	0	0	0	1	1	0
Seattle	10	7	8	1	5	2	3	16	24	11
St. Louis	0	1	1	0	1	0	0	0	2	1
Wilmington	6	14	10	4	7	2	4	15	40	21
TOTAL	33	131	114	15	90	52	23	74	327	196
All Departments:	573	475	160	429	326	77	245	1,190	1,107	288

Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

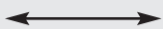
Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corghey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett 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 recertified stewards in Piney Point, Md.

Question: For those unfamiliar with it, what would you like the general public to know about the U.S. Merchant Marine?

Oswaldo Ramos
Recertified Steward



This is a place where a child can grow to become a man. The maritime industry is one in which an individual can enjoy a good career while gaining knowledge that comes with traveling and working on ships around the world.

Samuel Harris
Recertified Steward

For me, if had to have a face-to-face talk with someone, I would let them know how being a U.S. Merchant

Mariner changed my life for the better. I would explain how it could do the same thing for them.



Roslyn Johnson
Recertified Steward

I would tell them the Seafarers International Union helps to create, motivate and train very dedicated merchant mariners. Being part of the merchant marine means having the opportunity to be employed aboard the best ships in the American-flag commercial fleet.

John Huyett
Recertified Steward

The two most common questions I get asked are if I'm in the military and if I work on a cruise ship. I always answer: We are civilians, although military cargo is handled. If it is carried on the water, be it oil, cars,



containers, grain or people, we are the people that make it happen.

Kenneth McHellen
Recertified Steward

I have been sailing as second cook starting in 1988, then went to chief cook in 1989 and in 1995 started sailing steward and cook. So, I would stress the importance of upgrading so that you aren't limited in what you can do throughout the industry. As a person who started out as a C-card and now a recertified steward, I say go to school and upgrade, because it works.



Pic-From-The-Past



The new tanker *SS Zapata Rover* crewed up in San Pedro, Calif., in November 1976. The 711-foot, 35,000-dwt vessel joined sister ships *Zapata Ranger* and *Zapata Patriot*. (A fourth ship, the *Zapata Courier*, later was added to the fleet.) In this LOG file photo, AB Louie Alleluia (left) and Recertified Bosun Sal Sbriglio scan the automated bridge controls aboard the *Zapata Rover*.

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

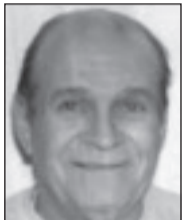
retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



DEEP SEA

FRANK BAKUN

Brother Frank Bakun, 65, became a Seafarer in 1969 while in the port of Houston. His first ship was the *Steel Architect*; his last, the *Horizon Producer*. Brother Bakun was born in New York and worked in the engine department. He upgraded on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Bakun lives in Jacksonville, Fla.



BENJAMIN BESS

Brother Benjamin Bess, 60, began sailing with the SIU in 1979. He sailed in the deck department. Brother Bess' earliest trip was on the *Overseas Valdez*. He attended classes on numerous occasions at the Piney Point school. Brother Bess most recently shipped aboard the *Horizon Trader*. He is a resident of his native state, Florida.



ROBERT DIAZ

Brother Robert Diaz, 65, joined the SIU ranks in 1969. He was initially employed aboard the *Sagamore Hill*. Brother Diaz was an engine department member. His final trip was on the *Eugene A. Obregon*. Brother Diaz upgraded in 1976 and 1982 at the maritime training center in Piney Point, Md. He now calls Brandon, Fla., home.

HAZAA GAHTAN

Brother Hazaa Gahtan, 65, signed on with the Seafarers in 1990 while in the port of New York. He originally worked aboard the *Liberty Wave*. In 2002, Brother Gahtan took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. His final voyage was on the *Sgt. William R. Button*. Brother Gahtan sailed in all three shipboard departments. He was born in Yemen and now makes his home in Brooklyn, N.Y.

THOMAS GRUBER

Brother Thomas Gruber, 59, started shipping with the union in 1977. He initially sailed aboard the *Mt. Vernon Victory*. Brother Gruber shipped in the deck department. He enhanced his skills on two occasions at the Paul Hall Center. Brother Gruber's last trip was on the *Horizon*

Producer. He resides in Satsuma, Fla.

ALTHALO HENTON

Brother Althalo Henton, 63, joined the NMU in 1989. He was born in Houston. In 2000 and 2003, Brother Henton took advantage of educational opportunities available at the SIU-affiliated school in Maryland. A member of the deck department, Brother Henton most recently worked aboard the *Charleston Express*. He continues to make his home in his native state.



GEORGE MOXLEY

Brother George Moxley, 66, donned the SIU colors in 1991. His earliest trip was on the *Sealift Arctic*. Brother Moxley upgraded often at the Seafarers-affiliated school. His most recent trip was aboard the *Liberty Star*. Brother Moxley, who sailed in the deck department, lives in Koloa, Hawaii.



PEDRO OCAMPO

Brother Pedro Ocampo, 65, began sailing with the Seafarers in 1999. His first trip to sea was aboard the *Patriot*. Brother Ocampo worked in the engine department. He attended classes frequently at the Piney Point school. Brother Ocampo's final voyage was on the *Horizon Producer*. He is a resident of Miami, Fla.

GREGORY STAPLES

Brother Gregory Staples, 55, started his SIU career in 2001 as the NMU was merging into the SIU. The deck department member was born in Weymouth, Mass. Brother Staples' most recent trip to sea was aboard the *Energy Enterprise*. He calls Barrington, N.H., home.



JAMES TODD

Brother James Todd, 65, became an SIU member in 1967. His earliest trip was on the *Del Aires*. In 1967 and 1979, Brother Todd upgraded his skills at the Paul Hall Center. He

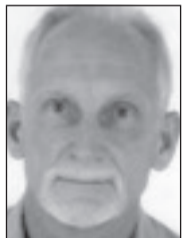


last sailed aboard the *USNS Regulus*. Brother Todd was a member of the deck department. He settled in Slidell, La.

INLAND

CHARLES BOOHER

Brother Charles Booher, 68, signed on with the union in 1989. He initially worked on a Moran Towing of Maryland vessel. On numerous occasions, Brother Booher took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. The deck department member's final trip was with Crowley Towing & Transportation of Jacksonville. Brother Booher makes his home in St. Augustine, Fla.



MIGUEL PIZARRO

Brother Miguel Pizarro, 62, joined the SIU in 1994 while in the port of New York. He was primarily employed with Port Imperial Ferry during his seafaring career. Brother Pizarro resides in Allentown, Pa.



STEVEN TALUCCI

Brother Steven Talucci, 62, began sailing with the union in 1990. He originally shipped with Sheridan Transportation Company. He worked as a member of both the deck and steward departments. Brother Talucci upgraded in 2001 at the Piney Point school. Prior to his retirement, he sailed on the *Dodge Island*. Brother Talucci lives in Florida.



MARK PATERSON

Brother Mark Paterson, 55, was born in San Antonio, Texas. He donned the SIU colors in 1975. Brother Paterson shipped in both the deep sea and inland divisions. His first ship was the *Carolina*; his last, the *Padre Island*. In 1978 and 2001, Brother Paterson attended classes at the maritime training center in Piney Point, Md. He is a resident of Jacksonville, Fla.



GREAT LAKES

ABDALLAH SAID

Brother Abdallah Said, 79,

became an SIU member in 1963. He sailed with American Steamship Company for the duration of his career. Brother Said was a member of the deck department. He was born in Arabia. Brother Said now calls Dearborn, Mich., home.

NATIONAL MARITIME UNION

MARTIN MORRISSETTE

Brother Martin Morrisette, 65, is a native of Mobile, Ala. A member of the deck department, he began sailing with the NMU in 1979. Brother Morrisette's final trip to sea was on the *Advantage*. He continues to reside in Mobile.



JOHN DEWLING

Brother John Dewling, 66, became an NMU member in 1972. He was born in Massachusetts. Brother Dewling was last employed with Boston Towing & Transportation Company. He makes his home Revere, Mass.



This Month In SIU History

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

1946

The SIU pulled a complete work stoppage on all ships on June 6 to force the steamship companies to negotiate for new agreements. As a result of the stoppage, negotiations commenced with the operators on Tuesday, June 11. Among other things, the union was seeking establishment of a 40-hour work week.

1959

Seafarers on the cement carrier *Florida State* were caught in the crossfire stirred by an attempted revolt in the Dominican Republic last week, but all escaped unhurt. The SIU-manned ship was strafed by planes and stopped by gunboats several times off the Dominican coast before returning to Port Everglades. The latest incidents occurred a few hours before an alleged "invasion force" was stopped right on the coast by Dominican government forces. The "invaders" reportedly had been based in Cuba. All reports indicate that the armed action against the *Florida State* took place outside the Caribbean nation's coastal waters. The State Department has asked the U.S. ambassador to investigate.

1963

The SIU's sickness and accident benefits program for seamen passed another milestone this month when total benefits paid out in all ports topped the \$1,000,000 mark. Since October 1961 more than \$50,000 per month was paid out to members covering off-the-job illness and injury. The benefits include a payment of \$8 per day or \$56 per week for a maximum of 39 weeks for hospitalized Seafarers and outpatients. Thus, a Seafarer who is in the hospital for 10 weeks and receives \$56 per week during that period is entitled to 29 weeks of benefits if he remains on outpatient status.

1971

The jobs of Seafarers are on the line in the renewed attack on the Jones Act, a body of laws that demands that all domestic shipping be moved on American-flag vessels. The heavy assault on the Jones Act is being led by the oil industry, which wants oil from the rich Alaskan fields carried on runaway-flag tankers. They would rip the heart out of the Jones Act so they could transport Alaskan oil from one U.S. port to another in foreign-built, foreign-manned tankers - paying slave wages and at the same time escaping the taxes that must be paid by American-flag operators.... The SIU is leading a campaign to muster Congressional support to strengthen the Jones Act.

Final Departures



DEEP SEA

EDWARD GONTHA

Pensioner Edward Gontha, 81, passed away January 24. Brother Gontha joined the Seafarers in 1961 in the port of New York. His initial voyage was aboard a Moore-McCormack Lines vessel. Brother Gontha, who sailed in the deck department, was born in Manado, Indonesia. His final trip was on the *Aries*. Brother Gontha retired in 1994 and called Staten Island, N.Y., home.



JAMES HAINES

Pensioner James Haines, 74, died January 17. Brother Haines was born in Pennsylvania. He signed on with the SIU in 1961 while in the port of New York. Brother Haines originally worked in the deck department of the *Mermaid*. He last sailed aboard the *Patriot*. Brother Haines went on pension in 1991 and lived in Las Vegas.



ENEDINA HATCHL

Pensioner Enedina Hatchl, 82, passed away January 19, 2011. Sister Hatchl began sailing with the union in 1978 from the port of San Francisco. She was initially employed on the *Santa Mariana*. Sister Hatchl, who worked in the steward department, was born in Texas. She most recently sailed aboard the *Lurline*. Sister Hatchl started receiving her pension in 1994 and settled in New Mexico.

ROBERT MAYS

Pensioner Robert Mays, 78, died December 12. Brother Mays started his seafaring career in 1952. His first vessel was the *Government Camp*; his last was the *St. Louis*. Brother Mays was a member of the engine department. He became a pensioner in 1997 and made his home in Vallejo, Calif.

JOHN MCAVOY

Pensioner John McAvoy, 81, passed away December 9. Brother McAvoy joined the union in 1965 while in the port of Jacksonville, Fla. He originally worked aboard the *Banner*. The engine department member's last trip was on the *American Eagle*. Brother McAvoy retired in 1991 and called Jacksonville home.



SERAFIN MILLA

Pensioner Serafin Milla, 78, died January 19. Brother Milla first donned the SIU colors in 1959. His earliest trip was aboard the *Del Viento*. Brother Milla was a member of the deck department. He was born in Honduras. Brother Milla's final voyage was on the *Overseas Arctic*. He began collecting his retirement compensation in 1997. Brother Milla was a resident of Houston.



THOMAS NAVARRE

Pensioner Thomas Navarre, 83, passed away December 22. Brother Navarre became a Seafarer in 1951 in the port of New Orleans. He initially worked aboard the *Del Sud*. Brother Navarre, a member of the steward department, was a Louisiana native. Prior to his retirement in 1991, one of his last ships was the *Long Lines*. Brother Navarre resided in San Pedro, Calif.

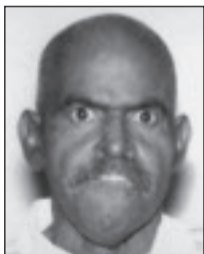


UDJANG NURDJAJA

Pensioner Udjang Nurdjaja, 70, died December 2. Brother Nurdjaja signed on with the union in 1973 while in the port of New York. The steward department member initially worked with Sacramento Transport Inc. Brother Nurdjaja was born in Indonesia. Before retiring in 2005, he shipped on the *Capricorn*. Brother Nurdjaja lived in Brooklyn, N.Y.

RALPH PORTER

Pensioner Ralph Porter, 65, passed away December 12. Brother Porter began his seafaring career in 1988 in the port of San Francisco. He originally sailed aboard a Bay Tankers Inc. vessel. Brother Porter was a deck department member. He most recently worked on the *USNS Capella*. Brother Porter went on pension in 2010. He made his home in New Orleans.



JOHN QUINTER

Pensioner John Quinter, 75, died January 25. Brother Quinter was born in Berks, Pa. He started sailing with the SIU in 1953. Brother Quinter, who sailed in the engine department, was first employed with Ore Navigation Corporation. His last voyage was aboard the *Charleston*. Brother Quinter became

a pensioner in 1993. He was a resident of Sea Level, N.C.

WALTER SCHOENECKER

Brother Walter Schoenecker, 56, passed away in late 2010. He joined the Seafarers in 1990. Brother Schoenecker shipped in the steward department. His first ship was the *USNS Chauvenet*; his last was the *Grand Canyon State*. Brother Schoenecker continued to reside in his native state of New York.

ARTHUR SPENCER

Brother Arthur Spencer, 65, died earlier this year. He sailed with the Military Sealift Command for more than 30 years. Brother Spencer worked in the steward department. His final trip was on the *USNS Diehl*. Brother Spencer called Vallejo, Calif., home.



INLAND

MELVIN MOORE

Pensioner Melvin Moore, 87, passed away January 15. Brother Moore became an SIU member in 1951 while in the port of Houston. His earliest trip was aboard a Sprogue Steamship Company vessel. Brother Moore was born in Utah and sailed in the deck department. He last shipped with G&H Towing. Brother Moore started receiving his pension in 1991 and settled in Corpus Christi, Texas.



JACKIE NIXON

Pensioner Jackie Nixon, 63, died December 13. Brother Nixon was born in North Carolina. He first donned the SIU colors in 1965. Brother Nixon initially shipped with R.K. Davis Transportation Inc. He last sailed aboard an Allied Transportation Company vessel. Brother Nixon lived in Belhaven, N.C.



GEORGE WOODS

Pensioner George Woods, 77, passed away December 12. Brother Woods began sailing with the union in 1962. He worked with G&H Towing Company for the duration of his seafaring career. Brother



Woods went on pension in 1996. He made his home in Freeport, Texas.

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

NATIONAL MARITIME UNION

RENE ARAY

Pensioner Rene Aray, 75, passed away January 1. Brother Aray was born in Ecuador. He retired in 2000 and lived in Berkeley Township, N.J.

JOHN BARKHOUSE

Pensioner John Barkhouse, 70, died December 17. Brother Barkhouse, a native of Massachusetts, became a pensioner in 2005. He called Goose Creek, S.C., home.

LUIS BURGUILLO

Pensioner Luis Burguillo, 83, passed away January 19. Brother Burguillo was born in Puerto Rico. He went on pension in 1968. Brother Burguillo settled in Bronx, N.Y.

CARLOS COFRESSI

Pensioner Carlos Cofressi, 92, died December 30. The Puerto Rico-born mariner began receiving his pension in 1985. Brother Cofressi was a resident of Palm Bay, Fla.



SIGLEY HAYLOCK

Pensioner Sigley Haylock, 65, passed away December 17. Brother Haylock was a native of Honduras. He started collecting his retirement compensation in 2010. Brother Haylock made his home in Gretna, La.

THEODORE HILL

Pensioner Theodore Hill, 83, died January 3. Brother Hill was born in Maryland. He went on pension in 1989 and called Randallstown, Md., home.

HUMBERTO LOPEZ

Pensioner Humberto Lopez, 75, passed away January 3. Brother Lopez was a native of Honduras. He retired in 1994. Brother Lopez made his home in New Orleans.

SAM LOWE

Pensioner Sam Lowe, 91, died January 12. Brother Lowe was born in Palmer, Texas. He became a pensioner in 1985. Brother Lowe settled in Houston.

EDWARD MORAN

Pensioner Edward Moran, 83, passed away January 4. Brother Moran was a Michigan native. He

started collecting his retirement compensation in 1993. Brother Moran lived in Flint, Mich.

CECIL MURRAY

Pensioner Cecil Murray, 84, died December 13. Brother Murray, a native of Massachusetts, became a pensioner in 1967. He called Virginia Beach, Va., home.

CLARENCE NICHOLS

Pensioner Clarence Nichols, 93, passed away January 5. Brother Nichols was born in Maryland. He went on pension in 1973. Brother Nichols settled in Hagerstown, Md.

CARLOS PIETRI

Pensioner Carlos Pietri, 82, died January 9. The Puerto Rico-born mariner became a pensioner in 1984. Brother Pietri was a resident of Lake Worth, Fla.

CANDELARIO RAMIREZ

Pensioner Candelario Ramirez, 76, passed away January 8. Brother Ramirez was a native of City Creek, Texas. He started collecting his retirement compensation in 1989. Brother Ramirez lived in Corpus Christi, Texas.

JOHN SANTOS

Pensioner John Santos, 85, died January 13. Brother Santos was born in New Bedford, Mass. He went on pension in 1969 and continued to call New Bedford home.

WALTER SCOTT

Pensioner Walter Scott, 86, passed away January 3. Brother Scott was a native of Massachusetts. He retired in 1989. Brother Scott made his home in Anadarko, Okla.

ROBERT STEWART

Pensioner Robert Stewart, 90, died December 10. Brother Stewart was born in North Carolina. He became a pensioner in 1984. Brother Stewart settled in Portsmouth, Va.

Name	Age	DOD
Echevarria, Jose	85	Nov. 25
Harris, Thomas	84	Dec. 28
Hernandez, Ross	87	Dec. 5
Hong, Wong	94	Nov. 17
Kelly, Thearther	87	Dec. 15
Kessler, Arthur	96	Jan. 1
Leabough, Oscar	86	Dec. 22
Lopez, Tony	94	Nov. 15
Lyon, Barclay	86	Dec. 11
Marshall, James	90	Jan. 1
Martinez, Cristobal	87	Nov. 16
Martinez, Eduardo	83	Nov. 6
Morales, Pedro	90	Jan. 4
Pulvano, Alfred	84	Dec. 6
Rodgers, James	90	Dec. 10
Smith, John	63	Jan. 8
Winburn, Samuel	82	Jan. 3



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.

CURTIS (Crowley), March 14 – Chairman **Daniel Carman**, Secretary **Thomas M. Wybo**, Educational Director **Mark Campbell**, Deck Delegate **Richard Pepper**, Steward Delegate **Subagio Wibisono**. Chairman thanked crew members for working together professionally, especially when USMC stores arrived early. He stated payoff would take place March 15 in San Diego, Calif. Secretary gave a vote of thanks to all departments for helping keep ship clean and safe. He reminded mariners to take TRB and MSC letters to the union hall. Seafarers were encouraged to take advantage of educational opportunities available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Request was made for a slop chest aboard vessel. Next port: San Diego.

EL FARO (Sea Star), March 3 – Chairman **Raymond S. Henderson**, Secretary **John W. Hale**, Educational Director **Monroe G. Monseur**, Steward Delegate **Mary Littell**. For next contract, chairman suggested increasing pension benefit and lowering working dues. Secretary urged members to enhance their skills, which can lead to better opportunities and advancement. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next ports: San Juan, P.R. and Jacksonville, Fla.

FREEDOM (Crowley), March 4 – Chairman **Timothy J. Fitzgerald**, Secretary **Frank J. Starling**, Deck Delegate **Craig Pare**, Engine Delegate **Cynthia Harris**. Chairman announced payoff upon arrival in Beaumont, Texas, on March 8. He thanked crew for a safe and good trip, reminded them to leave rooms clean and encouraged them to check merchant mariner credentials and other documents for expiration dates. Educational director advised everyone to upgrade at the SIU-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Mariners requested direct deposit of vacation checks and refrigerators for all rooms. Crew discussed importance of supporting other unions who are being unfairly blamed for budget woes. Next port: Beaumont, Texas.

GLOBAL SENTINEL (Transoceanic Cable Ship Co.), March 22 – Chairman **Joseph Olson**, Secretary **Shawn Fujiwara**, Educational Director **Lothar Wick**, Deck Delegate **Justin Beal**, Engine Delegate **Gary Bartlett**, Steward Delegate **Dennis Skretta**. Chairman reminded crew to help keep common areas clean and to clean out lint after dryer usage. New washer has been installed by engine department in crew laundry. New computers for crew use have been installed. Secretary informed all that if there are things they would like the ship's committee to purchase for crew usage, let the committee know

CIVMARS Sail in 'Continuing Promise'



Members of the SIU Government Services Division sailing aboard the hospital ship *USNS Comfort* are participating in a five-month humanitarian assistance mission to the Caribbean, Central and South America. Above, *Comfort* personnel including AB Erwin Joiner and Lt. Cmdr. Katherine Austin wash the vessel's anchor chain as the crew prepares to sail from Paita, Peru. (U.S. Navy photo by Mass Communication Specialist 1st Class Brian A. Goyak)

and they'll run it by the captain. If there are items they'd like to see stocked in the slop chest, let steward know. New "green" laundry soap to be provided by company. These were tried in the past, with mixed results. Educational director encouraged mariners to upgrade at Piney Point. He also reminded everyone to keep their documents current, allow time for renewals, and make copies of originals for reference in case they are lost. Treasurer reported about \$4,000 in ship's fund. No beefs or disputed OT reported. Crew suggested various acquisitions for library and recreational area. Next port: Portland, Ore.

HORIZON ENTERPRISE (Horizon Lines), March 25 – Chairman **George Khan**, Secretary **William Bryley**, Educational Director **Erik Nappier**, Deck Delegate **Bruce Bussert**, Engine Delegate **Albert Dulig**, Steward Delegate **Frank Ramones**. Old beef from late December resolved. Chairman said union officials came aboard in Oakland, Calif., to discuss company personnel changes. He advised members about direct deposit and also pointed out there are new cans in the laundry room for old lights, batteries and aerosol cans, which cannot be disposed of in trash cans. Secretary relayed request from captain for nominees for monthly safety award. Educational director asked crew members to leave clean rooms and clean linens for arriving members and also to separate plastic from garbage. He also urged all members to keep up with union news and upgrade.

No beefs or disputed OT reported. New mattresses and new TV received. Next port: Tacoma, Wash.

HORIZON HUNTER (Horizon Lines), March 12 – Chairman **Hussein Mohamed**, Secretary **Jennifer K. Jim**, Educational Director **Jeff Morris**, Deck Delegate **Ryan Legario**, Engine Delegate **Mark Maduro**, Steward Delegate **Romeo Manansala**. Chairman reminded crew to leave clean linens for new crew members coming aboard. He discussed certain procedures for renewing mariner credentials. Secretary reported ship's fund has been used to purchase goods for barbecue, refrigerators for rooms and refunding purchases for those who paid for TV in their rooms. Educational director encouraged mariners to upgrade at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Chairman encouraged crew to read President Sacco's report in *Seafarers LOG*. Vote of thanks given to steward department for good food and service. Crew also thanked departing Chief Cook **Wiley Owens**. Members expressed concern about upcoming contract negotiations. They made several detailed requests and observations. (Editor's note: By membership vote, the standard freightship and tanker agreements have been extended one year.) Next port: Oakland, Calif.

MAERSK MISSOURI (Maersk Line, Limited), March 20 – Chairman **Oliver Balico**, Secretary **Billy Gigante**,

Educational Director **Roger Dillinger**, Deck Delegate **John O'Shaughnessy**, Engine Delegate **James Sieger**, Steward Delegate **Brian McEleney**. Chairman reported good voyage with good crew. Payoff scheduled for following day; ship soon bound for Dubai, Port Qasim, Salalah and India. Secretary reminded crew to leave cabins clean for reliefs. Educational director advised fellow members to upgrade at Paul Hall Center and keep shipping documents updated. Treasurer reported \$2,000 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: Charleston, S.C.

OVERSEAS NIKISKI (OSG), March 30 – Chairman **Khaled Munasser**, Secretary **Joseph Emidy**, Educational Director **Benjamin Matthews**. Chairman thanked everyone for "a productive trip without injury or issues, and also for cooperation between departments in making this trip an enjoyable one in the spirit of SIU tradition." Secretary thanked crew for keeping common areas clean. Educational director urged members to upgrade at Paul Hall Center and described the school as a very valuable tool to use for acquiring seafaring knowledge. No beefs or disputed OT reported. Crew asked for examination of company policy concerning reimbursement for luggage on flights. Crew recommended increasing pension benefits. Vote of thanks given to steward department for outstanding meals and cleanliness. Next port: Anacortes, Wash.

USNS BUTTON (American Overseas Marine), March 25 – Chairman **Gregory Jackson**, Secretary **Edwin Bonfont**, Educational Director **Efren Willarosa**, Deck Delegate **Jerry Stillman**, Engine Delegate **Charles Ellsworth**, Steward Delegate **Edward Ellis**. Crew discussed some particulars of deck department security watches. Chairman noted patrolman came aboard in Guam and discussed medical plan and vacation pay. Educational director suggested upgrading in Piney Point to keep up with the times, including Coast Guard and company requests and requirements. No beefs or disputed OT reported. Crew is sending photos of recent mission to *Seafarers LOG*. (See page 11.) Crew asked about wireless connectivity.

YORKTOWN EXPRESS (Crowley), March 7 – Chairman **Charles Hill**, Secretary **Frederick Saffo**, Educational Director **Niles Jacobsen**, Engine Delegate **Chromer Jefferson**. Chairman discussed procedural issue related to gangway watch. Secretary reminded crew to follow protocol for resolving questions and complaints. Educational director encouraged mariners to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew discussed need for non-skid material in galley by dishwasher. Crew thanked steward department for job well done. New washer and dryer on hand and ready for installation. New TV will be purchased in States. Next port: Houston.

Merchant Mariner Recalls Life at Sea During 'Old Days'

Continued from Page 14

the explosion was due to sabotage. (The degaussing system is installed aboard ship to reduce the ship's effect on the Earth's magnetic field. This system reduces the chances of a magnetic mine being attracted to the ship.)

It was known that many of the German shipyard workers resented seeing their once-prized ocean liner being used by the United States as a troop carrier. The United States was in the process of signing a peace treaty with Germany, France, Great Britain and Russia, and it was thought the free-floating mine theory was a political decision. You should note that as part of the cease-fire agreement with the United States and its allies, Germany had agreed to have their Navy, the *Kriegsmarine*, be responsible for clearing their rivers and ports of all mines, disarming them and any other explosive devices. Some members of our crew believed that the Germans were just cutting the mines loose and letting them float free, knowing it would not be German ships hitting mines but their conquerors. One of our deckhands from New York said, "Can you imagine if the Germans had won the war and told us guys in Brooklyn to clear New York Bay so they could navigate it without being in harm's way?"

I stayed in Bremerhaven with a skeleton crew for six months while the ship was repaired. The remainder of the crew had been sent home on another transport. World War II would not be officially over until the end of that year, December 31, 1946. As much as I hated the Germans for what they had done during the war, it didn't take me long to feel sorry for them, especially the kids. The entire population was living at starvation level and it was depressing to watch women and kids picking through our garbage in the hope of finding some edible scraps. Odd though, I came home with a memory of street after street of bombed buildings, many completely blown away and, yet, the sidewalks and roads completely swept clean of debris.

As my mates and I became more acquainted with the local population, we would eventually talk about the war. What happened to who and where. The answers we received to some of our questions became a joke amongst us. We never met anyone who knew or was related to anyone in the German armed forces who had fought on the Western Front against the Americans. No, they would say, their fathers, their brothers, etc. had all only fought on the Eastern Front against the terrible Russians. We never met any youth who admitted to having been a member of the Hitler Jugend, Hitler's Youth Program; it was always the boy who lived down the street or a distant cousin. As to their thoughts about Hitler, they would tell us that he was crazy and they could not understand how he became their leader.

Some of us in the engine crew had befriended a young

boy, about 13 or so, named Falker. His mom let us sleep over in their house when we stayed overnight in town after curfew. Falker became our translator and guide in our travels about the area. He also helped us to learn many everyday German idioms that came in handy during our stay. We returned his good will by giving him cigarettes, candy and food items to bring home. His father had been killed in action on the Eastern Front fighting the Russians, or so he told us.

Near the end of war, when the residents knew they had lost and that Germany would soon be occupied, they held meetings to discuss how best to handle the situation. They decided to hang white pieces of cloth from their windows and doorways as a signal of their surrender and willingness to comply with the occupation forces. They had to be very careful with the timing when hanging the white cloths, as there were still die-hard German fanatics roaming the streets who were willing to die for their Fatherland and were executing anyone found surrendering. Falker told us that he and his cousin had a handgun that they planned to use to protect their mothers if anyone tried to molest them. Bad news travels fast and they had heard what the Russians were doing to the German women in their areas of occupation.

Falker told us that one day he and his family heard artillery firing in the distance and knew the end was near. Falker with his mother, aunt and cousins took refuge in a cellar to await their fate. Sometime later, the noise from the artillery fire had ceased and they heard shouting coming from the road. Falker decided to investigate the noise and discovered it was coming from trucks filled with Canadian soldiers who were throwing candy bars to the kids. The soldiers appeared to be friendly and not at all threatening. He caught a few pieces of candy and reported to his family. Everyone was elated that the war was over — no more bombing and no more kids going off to war. They were especially pleased to see that their former enemies were not molesting the women as they were told to expect. Later in the evening, trucks came by and distributed canned food to the eager hands reaching up to the trucks. Falker added that if the Germans in his area knew how they were to be treated by the Allies, they would have surrendered earlier. It was understood by all, months before, that they were losing the war; their men had stopped writing and did not come home on leave, the bombing intensified, and the food shortages worsened.

Bremerhaven was in the British zone. The American zone was in the southern part of Germany. The French zone was to the west and the Russian to the east, a sector that included Berlin. In the late 1940s, troops and cargo were still transported by ships, very little by airplanes. For this reason, the United States needed a port and arranged with the British to create an American enclave in the British zone to handle our shipping.

Bremerhaven was a seaport with exceptionally large dry docks and repair facilities. My ship the *Alexander* was put in to one of the dry docks following the explosion to be inspected for damages. It stayed in the dry dock for a week and then was re-floated and towed to a nearby dock for repairs. Except for security personnel, the crew, including me, stayed and ate at the seamen's club in town for about a month before moving back to the ship. We had to report to the ship each morning but, fortunately, there was no attendance taken.

We visited the bigger city of Bremen on weekends. The American Army had opened a huge beer hall in Bremen for allied personnel and sold American beer. The beer was imported from the States as there was no German beer available. One of my shipmates, a former paratrooper, met an Army sergeant he knew who was supervising the beer hall. Old friends do help each other and it was arranged to have two kegs of beer delivered to a German bar back in Bremerhaven for use by us, the crew from the *Alexander*. The bar owner put one of the kegs of beer outside his back window, covered it with snow to keep it cold, and piped it in to his tap. The bar became our meeting place for the remainder of our stay.

My sister Ellen wrote to tell me that one of her co-workers at the *B and G Company* where she worked in New York City had parents living in Bremerhaven and asked if I could get in touch with them and report back to her. Coincidences do happen! The bar owner and his wife that handled our kegs of beer proved to be the man's parents. I couldn't do much for them as I had so little with me in Germany. I did manage to get them some cigarettes for trading that they appreciated.

The late fall and early winter months of 1946 were cold and the freezing temperatures added to the hardships of the local population in the Bremerhaven area. There were both extensive fuel and food shortages. The Germans were having a difficult time just trying to stay alive. Among our crew, there were men who did not hesitate to say, "Let the bastards die." This was especially true of the American World War II military veterans, who had fought the Germans in Europe, had seen their buddies killed during the fighting and who now worked aboard the army transports. One of our engineers was an American Jew who had lost his family in pre-war Germany. He showed no compassion for any German — old or young. He spoke German fluently, and if a young German addressed him using the German familiar form of the pronoun "you," he would slap the youngster in the face. He would explain to the crew that the boy recognized that he was Jewish and used the familiar "you" to show his disdain.

Most of the crew, however, soon developed a relationship with various German families and could arrange to sleep over at their houses outside of town after curfew.

Know Your Rights

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU 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/NMU 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 ACTIVI-

TY 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 Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months. All programs are geared to improving the job skills of Seafarers and to 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—the nation's 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 Seaman	July 16	August 12
ARPA	August 20	August 26
Bosun Recertification	October 15	November 7
ECDIS	July 16	July 22
Fast Rescue Boats	August 20	August 26
GMDSS	June 11 August 27	June 24 September 9
Lifeboat	June 25 July 23	July 8 August 5
STOS	August 27	September 9
Radar renewal (one day)	September 7	September 7
Radar Observer	August 6	August 19
Tanker Asst. Cargo DL	July 23	August 5
Tank Barge PIC	October 8	October 14
Engine Department		
BAPO	July 23 September 17	August 19 October 14
FOWT	June 25 August 20	July 22 September 16

Title of Course	Start Date	Date of Completion
Junior Engineer	August 20	October 14
Marine Electrician	July 16	September 9
Machinist	July 30	August 19
Welding	June 4 July 9	June 24 July 29

Steward Department		
Chief Steward	July 9 October 8	August 19 November 18
Chief Cook	These modules start every other week. The most recent class began May 30.	
Galley Operations/Advanced Galley Operations	These modules start every Monday.	

Safety Upgrading Courses		
Advanced Firefighting	September 17	September 30
Basic Firefighting/STCW	July 16	July 22
Government Vessels	June 18	June 24
Medical Care Provider	October 1	October 7
MSC Readiness Refresher	June 11 July 30	June 17 August 5
Vessel Security Officer	October 15	October 18

NOTICE: NMC Web Site is Vital Resource for Mariners

The National Maritime Center (NMC), the licensing authority for the U.S. Coast Guard, offers a comprehensive web site 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.

Seafarers 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 web site.

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 seetime 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 seetime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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.

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 743 – Eight Phase I unlicensed apprentices on Feb. 18 completed their requirements in this 60-hour course. Graduating (above, in alphabetical order) were: Monasser Ali, Ryan Crowell, Michael Dooley, Joel Harris, Sean Hernandez, Peter Mertz, Nicholas Santillo and Julian Swimpson. Class Instructor Ben Cusic is at the far right.



Unlicensed Apprentice Water Survival Class 744 – The following individuals, 12 Phase I unlicensed apprentices and two upgraders (above, in alphabetical order) finished this 60-hour course March 18: Therman Ames, Michael Beard, Tekeisha Brown, Joseph Dasteel, Slethvana Jules, Mark Keller, Thomas Konsistorum, Ahmed Mohamed, Kurt Sherwin, Christopher Staley, Robert Surette, Roderick Thomas, Robert Tomo and Deralle Watson (upgrader). Ben Cusic, their instructor, is at left. (Note: Not all are pictured.)



Welding – Nine upgraders completed their requirements in this 103-hour course April 22. Graduating and receiving certificates (above, in alphabetical order) were: Jason Bimie, Nicholas Brissey, John Cooper, Xavier Normil, Lamar Pinckney, Guiomar Rancel, Peter Solis, Elijah Stewart-Eastman and Reylan Tendito. Class Instructor Buzzy Andrews is standing third from the right.



Specially Trained Ordinary Seaman – Seven mariners on April 29 completed their requirements in this class. Graduating (above, in alphabetical order) were: Jeremy Boyd, Michael Fertl, Howard Gulliams, Abobakr Hasan, Zeyad Muthala, Lear Surcedo and DeMilton Wheat. Stan Beck, their instructor, is at the far right.



Marine Refrigeration – Ten upgraders finished their enhancement of their skills in this course April 8. Completing the class (above, in alphabetical order) were: Dennis Adjetey, Robin Bourgeois, Robert Egri, Joie Flasner, Joseph Grandinetti, Antoine Rainey, Trent Sterling, Jessie Turner, Philandar Walton and Richard Wright. Jay Henderson, their instructor, is at the far right.



Basic Meteorology – The following Seafarers, above, in alphabetical order, graduated from this course April 8: Ray Adams Jr., Ronald Boatwright Sr., Dominique Calvy, Samuel Lloyd, Dustin Marks and Hector Ortiz. Class Instructor Lee Chesneau is at the far left.

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



Paul Hall Center Classes



Readiness Refresher – Twelve individuals completed this course March 18. Graduating (left, in alphabetical order) were: Craig Argue, Christopher Bean, Edward Carlson, Leonard Dale Jr., John Davis, Caleb Gilbert, Todd Gleason, Kevin Hollenback, Karl Mayhew, William Rabatsky, Jody Sparks and Jeffrey Walton. Stan Beck, their instructor, is fourth from the left.



BST (Hawaii) - The following individuals (above, in no particular order) graduated from this course at the Seafarers Training Facility in Hawaii April 30: Robert Gonzalez, Rae Aguilera, Ryan Brady, Justin Challenger, Aretta Davis, Maximus Fuminaya, Preston Hadley, Matthew Hill, Olivia Kardos, Kevin Knight, Timothy Konick, Christopher Pahnlick, Hannah Perry, Brittany Samuels, Micah Stanton, and Sylvia Taylor.



Specially Trained Ordinary Seaman – Twelve upgraders finished this course April 1. Graduating and receiving certificates (above, in alphabetical order) were: Daniel Coffman, Chantell Dawson, Ricardo Dayrit, Peter Hamm, Ricky Langley, Kenneth Ledoux, Derrick Martin, Alexander Matthew, Sadeka Mohamed, Cory Mulligan, Justin Pierce, Duane Reber and Corey Shanelly. Class instructor Stan Beck is at the far left.



ECDIS (Crowley) – Five individuals completed their requirements in this course April 1. Graduating (above, in alphabetical order) were: Matthew Fouse, Andrew Hook, George Sadler, Mark Tilly and Philip Wright. Their instructor, Brad Wheeler, is third from the left.



Simulator Training (Crescent Towing) - The following individuals (above, from left to right) finished their requirements in this course recently: Mobile Harbor Pilot Bernie Scott, Mobile Bar Pilot Peter Burns, Crescent Towing Capt. Chris Walker, Crescent Towing Wheelman Josh Burns, Crescent Towing Wheelman John McCarthy and Crescent Towing Asst. VP Tom Lambard. Mitch Oakley, their instructor, is at the far right.



Tankship Familiarization DL – The following upgraders (above, in alphabetical order) completed the enhancement of their skills in this course April 15. Graduating from the course were: Dominique Alston, Johney August, Bernard Baker, Mady Balat, Christopher Bean, Harold Borden, Gordon Cherup, John Coleman Jr., John Davis, Omar Espinosa, Felix Garcia, Mark Hoffman, Thomas Humpherys III, Hussein Marumbo Hussein, Derrick Martin, Roger Nesbeth, Eddy Newman, Costica Oprisoru, Oleg Pankratov, Daune Reber Jr., Jason Springer and Alexander Young. Class Instructor Brad Wheeler is kneeling at left in the front row.



GMDSS – Eight individuals finished this course April 29. Those graduating (above, in alphabetical order) were: Ray Adams Jr., Janos Bogнар, Harold Borden, Dustin Marks, Hector Ortiz, Oleg Pankratov, Charles Tison and Jesse Willard. Brad Wheeler, class instructor, is at the far right.



SIU Executive VP Augie Tellez (second from left in photo above), Capt. Louis Cavaliere of Keystone (center) and Rich Berkowitz (right) of the Transportation Institute meet with a staffer for Rep. Bill Owens (D-N.Y.). In photo at right, SIU VP West Coast Nick Marrone (left) is pictured with Rep. Elijah Cummings (D-Md.).



Second Maritime Sail-In a Success

Event Carries Industry's Message to Washington

Individuals from all segments of the maritime industry, including SIU officials and rank-and-file members, joined together in Washington, D.C., on May 4 for the second annual Maritime Industry Sail-In at the U.S. Capitol and congressional offices. Nearly 200 representatives from shipping companies, maritime advocacy groups, other maritime labor unions, and naval organizations all took to the Hill for a day of promoting the industry and getting the industry's message out to lawmakers.

SIU Executive Vice President Augie Tellez, Vice President Contracts George Tricker, Vice President Atlantic Coast Joseph Soresi, Vice President West Coast Nick Marrone, Vice President Lakes and Inland Waters Tom Orzechowski, Vice President Government Services Kermett Mangram and Vice President Gulf Coast Dean Corgey all spent the day meeting various members of Congress and their respective staffs, as did SIU

Legislative Director Brian Schoeneman. Seafarer **Matt Maynard** met with legislators from his home state, West Virginia.

For the past two years, the Sail-In has given the maritime industry a chance to have its voice heard by lawmakers on Capitol Hill. This year's event was especially significant due to the influx of freshman representatives, some of whom know little about the importance of the maritime industry to the country's economic and national security.

Participants in the Sail-In were split into teams, given schedules and a Congressional directory, and were sent on their way to meet with representatives and staffs. SIU officials and other participants met with representatives and senators from both sides of the aisle.

Tellez, in a meeting with a staffer for Rep. Bill Owens (D-N.Y.), pointed out that the maritime industry, despite all of its major economic and security contributions to the country, is often little known to outsiders.

"The fact is that every conflict this nation has been and will be a part of needs a reliable supply line and we are that supply line," said Tellez.

The Sail-In came at a crucial time for the industry

due to the battles over the funding of the federal budget for the 2012 fiscal year. There are several pieces of legislation up for debate that directly affect maritime workers, including provisions for food aid in the federal budget as well as the Harbor Maintenance Tax.

In addition to the Sail-In, SIU officials were present at an awards dinner for this year's Salute to Congress Award, which was given to Rep. Frank LoBiondo (R-N.J.). The International Propeller Club of the United States presents the award each year to a member of Congress who has a proven track record of supporting the maritime industry and its workers.

Rep. LoBiondo currently serves as chairman of the House Subcommittee on Coast Guard and Maritime Transportation of the Transportation and Infrastructure Committee. In his work as chairman, LoBiondo has pushed ideas that work for the industry and has been a constant advocate.

In his acceptance remarks, LoBiondo called on the international community to do more to confront and combat piracy off the Somali coast.

"I think the best way to deal with this is before they get on the high seas," he said.



From left to right: SIU VP Great Lakes Tom Orzechowski, Bryant Gardner of Winston & Strawn, Appropriations Associate Matthew Kaplan for Rep. Marcy Kaptur (D-Ohio), Capt. Leo Bonser of Intermarine, Jordan Truchan of Patriot



From left to right: Josh Shapiro of Liberty Maritime, Charlie Papavizas of Winston & Strawn, Joe Morgan of the Navy League, Mike Roberts of Crowley, Julia Shemest of Crowley, SIU VP Contracts George Tricker



From left to right: Ian Bennitt of SCA, George Kochanowski of Staxxon LLC, Rep. Nydia Velasquez (D-N.Y.), Mark Gallagher of MEBA, and SIU VP Atlantic Coast Joseph Soresi



SIU VP Government Services Kermett Mangram (right), MM&P Sec.-Treasurer Don Marcus



SIU VP Gulf Coast Dean Corgey (far left) and other Sail-In participants meet to review the agenda



From left to right: Bill Penella of Crowley, Terry Turner of Turner Pollard, Rep. Nick Rahall II (D-W.Va.), SIU member Matt Maynard, MEBA President Mike Jewell