

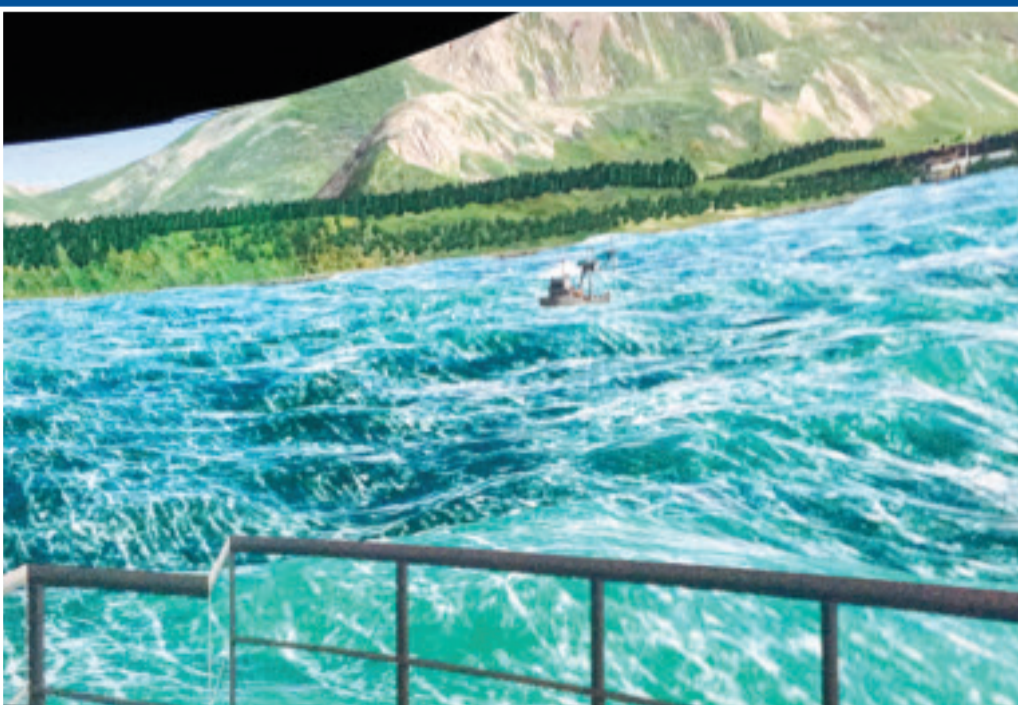
# SEAFARERS LOG

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

## *Renovation Project Nears Completion At Paul Hall Center*



The multi-million-dollar renovation project at the SIU-affiliated Paul Hall Center for Maritime Training and Education, which commenced last year, is nearing completion. A wide-ranging endeavor, the undertaking included the construction and installation of several new simulators, refurbishment and expansion of classrooms, massive upgrades in the Training and Recreation Center (TRC) hotel and auditorium, and much more. Some of the project's most noteworthy features included the construction of a new claims building (photo at immediate right), which was slated to open in late March, and the addition of a new, full-mission bridge simulator (two photos directly below).



**New Tonnage**  
— Page 3

**MTD Coverage**  
— Pages 10-14

**Operation Deep Freeze**  
— Page 24

## President's Report

### Standing up for Maritime Jobs

Although much of our attention lately has been focused on standing up for the Jones Act, that's not the only issue the SIU has been tackling.

Like the Jones Act (a key maritime law that protects domestic shipping), the U.S. Export-Import Bank (Ex-Im) is an important source of American maritime jobs and related shore-side employment. Also like the Jones Act, Ex-Im is a sensible, longstanding program that nevertheless is under attack.



Michael Sacco

The battle over whether to renew Ex-Im's charter (a temporary extension runs out in June) has made for some odd alliances, both in Congress and elsewhere. For instance, when the AFL-CIO and the U.S. Chamber of Commerce (both Ex-Im supporters) agree on something, it's noteworthy.

Personally, not much surprises me anymore when it comes to politics, but Ex-Im opponents leave me scratching my head. For those unfamiliar with it, Ex-Im makes loans to foreign borrowers to purchase American-made goods. The loan repayments and some fees account for the bank's revenue. It doesn't cost taxpayers a dime. It has been doing this to the benefit of American workers and businesses since 1934.

The program's significance for our industry is that cargoes generated by Ex-Im funding must be transported aboard U.S.-flag vessels. In that light, the program is important not only to U.S. economic security but also national security, because it helps sustain the U.S. Merchant Marine and American-flag vessels.

According to a new report from the Ex-Im Coalition, mainly composed of manufacturers and exporters, Ex-Im earned a profit last year and sent \$675 million to the U.S. Treasury. That report also pointed out that in the last 20 years, Ex-Im has generated \$7 billion that went to reducing our national deficit.

In a separate report, the Export-Import Bank itself recently noted that in 2014, the bank helped sustain 164,000 American jobs while approximately 90 percent of its transactions directly supported U.S. small businesses. It also led to \$27.5 billion in exports, again at no cost to American taxpayers.

Extending the charter seems like a no-brainer, but opponents somehow see it as a handout. I have no problem with honest disagreement but, like I said, I just don't see the logic in trying to kill a program that not only creates jobs and funds itself, but also makes money for the U.S. taxpayer.

We'll continue pushing for a new, long-term charter with appropriate funding. Stay tuned.

#### Inspiring Speech

I would be remiss in not saying a few words about the recent remarks by Gen. Paul Selva at the annual meeting of the Maritime Trades Department's executive board. People were still buzzing about his speech weeks later, and meaning no slight whatsoever to any of our other speakers this year or in prior years, that just doesn't happen very often.

There's an article about General Selva's address elsewhere in this issue and on our website, and I strongly encourage all SIU members to read it. We all know these are very challenging times for our industry, but when the commanding officer of the U.S. Transportation Command has got your back, it gives you confidence for the future.

Besides his views on the specifics of the programs that keep our industry afloat, what stood out to me about General Selva's speech is he sees that we genuinely respect and value our brothers and sisters in the armed forces. And he also knows we take our role as America's fourth arm of defense very, very seriously.

With leaders like General Selva on our side, I like our chances as we continue fighting to revitalize this vital industry.

# Seafarers, ITF Voice Stances On U.S. Shore Leave Proposal

As planned, the SIU, the International Transport Workers' Federation (ITF) and other maritime labor and mariner welfare organizations have formally submitted comments on a proposed rule from the U.S. Coast Guard designed to facilitate shore leave and terminal access.

SIU Secretary-Treasurer David Heindel commented on behalf of the union, and he also weighed in for the ITF, where he chairs the Seafarers' Section. The deadline for commenting on the notice of proposed rulemaking (NPRM) was Feb. 27.

The SIU submission read in part, "The proposed rule implements Section 811 of the Coast Guard Authorization Act of 2010 which requires owners and operators of a maritime facility regulated by the Coast Guard to implement a security policy that provides seafarers and other designated personnel with access between vessels moored at the facility and the port's entrance/exit in a timely manner and at no cost to the seafarer. The SIU welcomes the proposed rule and opines that this effort is long overdue.

"For too long, merchant mariners have been restricted, denied or charged exorbitant fees for access to shore after lengthy voyages at sea, diminishing their quality of life and ability to seek needed welfare services and personal contact with family and friends," the SIU commentary continued. "This situation is patently unwarranted, unreasonable and a direct assault on the mariner's human rights and dignity. Shore leave and terminal access are just not matters of convenience; they are crucial to maritime safety and the general wellbeing of mariners. When fully and consistently implemented, we believe that the proposed rule will be a tremendous advancement and improvement over the present situation."

The SIU went on to say it is imperative that if any additional costs arise from making it easier for a mariner to go ashore, those costs must not be passed on to the seafarer, either directly or indirectly. Although that sentiment is consistent with the proposed rule's intent as well as the aim of Congress, the union said it "will remain vigilant that the Coast Guard will fully enforce this mandate."

Additionally, the SIU stated current security policies at many terminals have impeded mariners' access to shore: "The SIU believes that a balance must be struck between security, safety, and the dignity of mariners. We are optimistic that the proposed rule will achieve that goal."

The ITF submission read in part, "The ITF applauds the Coast Guard's current regulatory effort in promulgating this long overdue and imperative proposed rule which will require each owner or operator of a facility regulated by the Coast Guard to implement a system that provides seafarers and other individuals with access between vessels moored at the facility and the facility gate, in a timely manner and at no cost to the seafarer or other individuals. For too long, seafarers, especially non-U.S. crews, have been denied or restricted access to shore leave. Although we certainly acknowledge and fully support the need for port security, denial of unimpeded and unduly restrictive access for seafarers to maritime facilities has not only proved

detrimental to the health and emotional security of the mariner and diminished their quality of life, but may have in many instances hampered continued efficient vessel operations and the maritime transportation system itself.

"As a non-governmental organization to the International Maritime Organization, the ITF fully participated in deliberations that drafted the International Ship and Port Security Code (ISPS) initiated by the United States after the unimaginable and horrific September 11, 2001 terrorist attack against American citizens on American soil," the federation continued. "Support for the Code was overwhelming in the realization that the security of all nations was vulnerable. As a result, the 2002 Code forms the basis for the current port and vessel security system worldwide. Notwithstanding the overall security benefits of the ISPS Code, the security regime has over the years created a number of problems for the merchant mariner – one which is the subject of this proposed rule."

The submission goes on to note that ISPS implementation has not been consistent across the U.S. For example, current regulations (33 CFR 105.200(b)(9)) require facility owners to "coordinate" shore leave for vessel personnel. The ITF said the use of the word "coordinate" does not accurately reflect provisions of the ISPS Code which requires facility owners and operators to "facilitate" shore leave for merchant mariners.

According to the federation, "The current phraseology changed the intent of the ISPS Code herein and created a non-conformity or loophole which permits port facilities to avoid their obligations to seafarers and vessels in a security regime. The proposed rule amends the current rule by changing the words 'coordination of a system' to 'implementation of a system.' The ITF recommends current 33 CFR 105.200(b)(9) be amended to reflect concise language found in the ISPS Code, i.e., facilitation of a system. Ensuring facilitation will, in our view, effectively close this significant loophole in implementing the intent of the ISPS Code."

After reviewing the recent history of shore leave post 2001, the submission goes on to say:

"This historical perspective leads the ITF to commend the Coast Guard in this current regulatory effort and notes that the proposed rule addresses many of the concerns of the national and international maritime seafaring community. The ITF has been engaged in the access to shore leave issue since 2001 and is pleased that the Coast Guard has responded favorably to the concerns of the seafarer. We are pleased to support the tenets of the proposed rule with certain clarifications and modifications. Several clarifications have been suggested heretofore in the earlier portion of these comments. With several further changes to the proposed rule, we believe that an equitable balance will be struck between maritime security and the human dignity of seafarers."

The SIU is one of the approximately 700 unions affiliated with the ITF, which is based in London. Collectively, those unions represent more than 4.5 million transport workers from 150 countries.

## SHBP Enhances Eligibility Rule

The Seafarers Health and Benefits Plan (SHBP) has mailed and posted a letter to participants describing modifications to its rule for maintaining eligibility. These changes aim to make it easier for SIU members to stay eligible for benefits under the plan.

The March 2 letter from Seafarers Plans Administrator Maggie Bowen pointed out that eligibility rules for the SHBP "were changed effective Jan. 1, 2014 to implement new requirements under the Affordable Care Act (ACA). During the past year the SHBP Trustees have, as promised, reviewed and approved numerous appeals in order to cover participants who could not meet the 60-days-in-6-months requirement. After careful review and discussion of the state of the industry, it was determined that shipping is tightening up and it may be harder for participants to maintain eligibility due to no fault of their own."

The letter continued, "Therefore, effective Jan.

1, 2015 the Board of Trustees has decided to enhance the existing rule for maintaining eligibility by including the following provision: If a participant fails to obtain 60 days in a 6-month eligibility period, but has a combined total of 125 days distributed between the two prior consecutive 6-month periods, the participant will maintain eligibility for the following 6-month period. You must have covered employment in each of the two prior 6-month eligibility periods."

Those that fail to meet one of the two requirements will need to re-establish eligibility under the 90-day rule, Bowen added.

Finally, the letter asked participants who incurred claims on or after Jan. 1, 2015, and had such claims denied due to eligibility, to contact the claims department at 1-800-252-4674.

A PDF version of the letter is posted in the SHBP section of the SIU website and also in a March 3 post in the News section.

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



The *Marjorie C* signals new jobs for SIU members. (Photos by Ray Broussard)



# Marjorie C Reaches Construction Milestone

## Pasha Hawaii ConRo Vessel Ready for Sea Trials, Jones Act Trade

More new Jones Act tonnage is on the way, as Seafarers-contracted Pasha Hawaii has announced the *M/V Marjorie C* recently achieved main engine light-off.

Now that the ConRo (combination container/roll-on/roll-off) vessel has passed this milestone, which signals that the complex network of ship systems is complete and all successfully working together, all that remains is for the vessel to successfully complete sea trials. Those trials were expected to be scheduled for last month, in order to meet the vessel delivery date in March. Once the ship has passed trials, it will be put into service transporting goods to and from Hawaii.

The *Marjorie C* will be operated by SIU-contracted Tote Services for Pasha.

"This critical milestone celebrates the culmination of three-and-a-half years of hard work and dedication by the men and

women at the VT Halter Marine shipyard and Pasha Hawaii," said George W. Pasha, IV, president and CEO of The Pasha Group.

"Hawaii communities are highly dependent on reliable, efficient, and scheduled ocean transportation services," added Pasha. "We are pleased to soon offer weekly service with *Marjorie C*, sailing opposite the (SIU-crewed) *Jean Anne*, and to provide our customers with new, complementary capabilities for containers and a wide variety of fully covered roll-on/roll-off cargo."

The *Marjorie C* represents a long-term investment by Pasha Hawaii to serve the Hawaiian trade. It is also a victory for the Jones Act, as the vessel is a \$200 million vote of confidence in the continuation of the U.S.-flag requirement for domestic trade, which creates good jobs for Americans.

Bill Skinner, CEO of VT Halter Marine, said, "We are proud to have achieved the last major milestone for delivery of the *Marjorie C* for Pasha. She is a significant Jones Act ship and we are proud to be associated with such a great company as Pasha. This Jones Act-qualified ship along with other ships we are currently building are critical to the future of our shipyard as it is for other commercial U.S. yards. Jones Act vessel construction represents over 80 percent of our business and keeps over 2,000 people gainfully employed year after year."

The *Marjorie C* is 692 feet long and has a beam of 106 feet. It can sail at 21.5 knots and has a crane capacity of 40 metric tons. According to the shipbuilder, the *Marjorie C* "has the ability to carry 1,500 TEUs, above and under deck, as well as vehicles and [oversized]

cargoes on 10 workable decks." It has a shipping capacity of 2,750 units, and its design "incorporates the highest level of operating efficiencies as well as reduced environmental impacts."

The Jones Act is a critical foundation of the U.S. maritime industry – one that has always enjoyed strong bipartisan backing. Enacted almost a century ago, it requires that cargo moving between domestic ports be carried on vessels that are crewed, built, flagged and owned American.

Detailed studies have proven that the Jones Act helps sustain nearly 500,000 American jobs while pumping billions of dollars each year into the U.S. economy. It also plays a key role in national security, in part by helping maintain a reliable pool of well-trained, U.S.-citizen mariners as well as a solid American shipbuilding capability.

## USNS Puller Christened at NASSCO

New jobs for SIU Government Services Division members are on the horizon following the Feb. 7 christening of the *USNS Lewis B. Puller* in San Diego.

SIU Assistant Vice President Government Services Chet Wheeler and Port Agent Jeff Turkus attended the ceremony at General Dynamics NASSCO, a union shipyard. Commandant of the Marine Corps Gen. Joseph F. Dunford Jr., delivered the principal address, along with fellow speakers Rear Adm. Thomas Shannon, commander of the Military Sealift Command (MSC); Vice Adm. Joseph Aucoin, deputy chief of naval operations for warfare systems; and Allison Stiller, deputy assistant secretary of the Navy for ships.

The *Puller* is a mobile landing platform



SIU Asst. VP Chet Wheeler (right) is pictured with Navy Capt. Michael Taylor, commander, MSC Pacific, at the ceremony.

(MLP) expected to be used as an afloat forward staging base.

Martha Puller Downs, daughter of ship's namesake, the late Lewis B. Puller, served as the vessel's sponsor and broke the ceremonial champagne bottle against the hull. Downs said that her father would have wanted her to specifically thank the thousands of welders, electricians, painters and other workers who built the ship. And she said it will serve as a fitting remembrance of Puller, who enjoys a legendary status in the Marine Corps.

"This ceremony not only honors a true Marine hero and legend, but also the men and women who have worked so diligently to bring this ship from concept to reality," said Secretary of the Navy Ray Mabus the day before the event. "It is because of their efforts that the future *USNS Lewis B. Puller* will enable our maritime forces to accomplish myriad missions while operating forward just as Chesty did throughout his nearly 40-year career."

The future *USNS Lewis B. Puller* (MLP 3) will honor Lt. Gen. Lewis "Chesty" Burwell Puller, one of the most decorated Marines in the Corps, and the only Marine ever to receive the Navy Cross five times for heroism and gallantry in action. A Marine officer and enlisted man for 37 years, Lt. Gen. Puller served at sea or overseas for all but 10 of those years. Excluding medals from foreign governments, he earned a total of 14 personal decorations in combat, plus a long list of campaign medals, unit citation ribbons, and other



Martha Puller Downs (photo above), daughter of the late Lt. Gen. Puller, christens the *USNS Lewis B. Puller*. Members of the SIU Government Services Division will sail aboard the new vessel (photo below).

awards. In addition to his Navy Crosses (the next-highest decoration to the Medal of Honor for Naval personnel), he holds its Army equivalent, the Distinguished Service Cross.

Slated for delivery in September, the *Puller* is 785 feet long and has a maximum

speed of 15 knots. It features a flight deck and what the Navy described as a "reconfigurable mission deck (that) will serve as an important flexible and transformational asset to the Navy as it can be reconfigured to support a wide variety of future operations."





This is a close-up view of the doomed catamaran *Rainmaker*, taken as the *Ocean Crescent* provided a lee against rough seas.



A Coast Guard helicopter lifts one of the boaters.

## SIU Crew Comes to Rescue of Distressed Catamaran

Once again, SIU mariners have demonstrated that they are always ready to help out in a crisis. On Feb. 26, the Crowley-managed *Ocean Crescent*, a heavy lift vessel, received a message from the U.S. Coast Guard (USCG) concerning a distress signal originating 200 miles off the coast of North Carolina. The ship diverted 20 nautical miles and was the first on the scene of the disabled catamaran *Rainmaker*. The vessel was stranded, with two inoperable engines and a broken mast, the latter having also smashed through the forward port window and destroyed the ship's navigational equipment.

The *Ocean Crescent* pulled alongside the *Rainmaker* in order to shield it from the 20-foot waves. The crew also relayed messages from the inbound USCG helicopter and search plane, which arrived shortly after. Once all of the catamaran's crew

was safely loaded aboard the Coast Guard helicopter, the USCG thanked the *Ocean Crescent* for their assistance and dismissed them from the scene.

The SIU crew onboard included Bosun **Kyle Shultz**, ABs **Kevin Hanmont**, **Jose Panlilio** and **William Rackley**, QEE **Tomas Merel**, Oilers **David Gentsch** and **Boyko Kovatchev**, Steward/Baker **Tammy Bingisser** and ACU **Yolanda Martinez**.

"The whole crew performed very well. We used everything we were trained for and more," said Shultz. "The time between diverting toward the sailboat and being ready to go couldn't have been more than 30 minutes, and that's with everyone scattered around the ship and getting off of their shifts."

He continued, "We had originally cast two lines down to the crew of the sailboat,

but they couldn't hold on due to the storm. So we formed a lee with our ship, and had every piece of life-saving equipment ready to go – just in case – as we waited for the Coast Guard helicopter.

"I want to thank the entire crew for their quick response and excellent performance," he said.

"Crowley crew members continue to be respected leaders in the maritime industry not just because of how they professionally conduct themselves during routine operations, but also for the ways in which they safely and compassionately conduct themselves in nearly any situation," said Mike Golonka, vice president of ship management at Crowley. "We continue to be among the most sought-after international vessel management companies in the world and it is undoubtedly in large part due to our outstanding crew members."



Rescuers pull the catamaran's personnel to safety.

### Maersk Brings In Newer Tonnage

As previously reported, SIU-contracted Maersk Line, Limited is replacing four of its vessels with newer tonnage. One of the incoming ships – the *Safmarine Ngami* – was slated to reflag under the Stars and Stripes around press time. The vessel is pictured in Philadelphia. (Photo by John Curdy)



## Retired SIUNA VP Orlando Passes Away at Age 91

Mike Orlando, a retired vice president of the Seafarers International Union of North America (SIUNA) and former president of the Atlantic Fishermen's Union, died of natural causes Jan. 29 in his native Gloucester, Massachusetts. He was 91.

Orlando, who also at various points in his career served as a port agent and representative, worked for the SIU (directly and through the SIUNA-affiliated Atlantic Fishermen) from 1962 until his retirement in 1987. The Atlantic Fishermen merged into the SIU in 1980.

"Mike was a great guy," stated SIU Secretary-Treasurer David Heindel. "He was always pleasant and was very well-respected by the membership."

Former SIU Port Agent Gerard Dhooge worked with Orlando for several years in Gloucester.

"He was a wonderful guy," Dhooge recalled. "He was well-known and well-

respected in the fishing, labor and political communities here in Massachusetts. Mike was very intelligent and he was like a father or grandfather to many, helping people whenever he could. He exemplified everything you'd want in a union official."

Orlando was a decorated U.S. Army veteran who served in the Pacific and European theaters in World War II. He was in the invasion force on D-Day at Omaha Beach and also fought as part of General Patton's Third Army at the Battle of the Bulge. He was injured twice in combat.

Online remembrances described Orlando as a dedicated family man and avid baseball fan. In addition to his wife of 69 years, Phyllis, he is survived by two sons, a daughter, 13 grandchildren, 20 great grandchildren, and many nieces and nephews, among others.

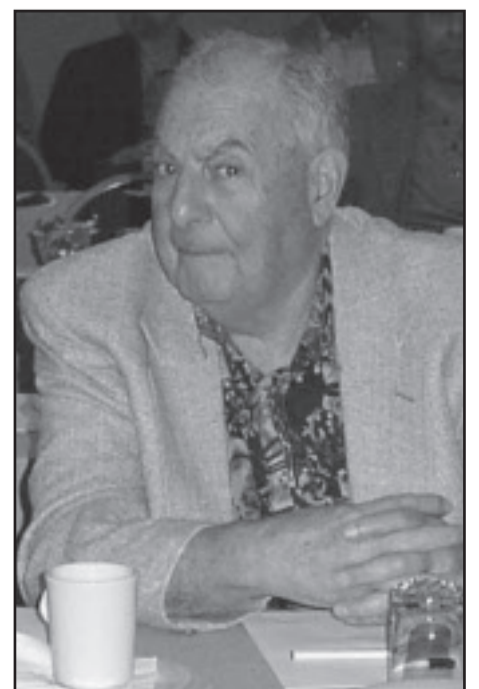
Burial took place at Calvary Cem-

etry in Gloucester. Contributions may be made in Orlando's name to Shriners Hospital for Children – Boston, 51 Blossom Street, Boston, MA 02114 or to

the American Cancer Society, 30 Speen Street, Framingham, MA 01701. Online condolences may be posted at [greelyfuneralhome.com](http://greelyfuneralhome.com).



Mike Orlando is pictured at the old Gloucester hall in 1983 (above) and at a Maritime Trades Department meeting (right) in 2003.



# Federation: America Deserves a Raise

*Editor's note: One of the SIU's most important affiliations is its alliance with the American Federation of Labor-Congress of Industrial Organizations (AFL-CIO), the nation's largest labor group. The AFL-CIO has 56 affiliates collectively representing 12.5 million workers.*

*SIU President Michael Sacco is the longest-serving member of the federation's executive council, which met in Atlanta in late February. The council approved numerous statements that spell out its positions on various issues and outline strategies for promoting workers' rights.*

*Excerpts from one of the most significant and timely statements are reprinted here. The full statement is posted in the News section of the SIU website in addition to being available on the AFL-CIO website.*

## Raising Wages – It's Time For Action

Last week, workers at Walmart – our nation's largest private sector employer – used collective action to win a raise for more than 500,000 of their co-workers. The fact that workers forced Walmart to raise wages shows that America has reached a turning point. Working people are sending a clear message to our economic elites: "We deserve more." We refuse to just accept a society where the wages of the top 10 percent rise and the bottom 90 percent fall, where two families – the Kochs and the Waltons – have more wealth than almost half the country combined. Today we commit both to our goal and our plan of action.

Raising wages is about fighting inequality by raising all workers' wages, and it's about workers' right to organize and bargain with our employers to raise our wages without fear of reprisal or dismissal. But raising wages is really about much more than that if we are to build an economy centered on improving the lives of the people who do the work. Creating a raising wages society requires a comprehensive program

of action, each part of which is grounded in our collective voice. It begins with re-establishing work – and workers – at the center of the American economy.

In a raising wages society, Wall Street will not write the rules of the economy. From offshoring jobs to corporate-based trade deals and risky investment schemes, Wall Street and the wealthiest 1 percent – and even more the wealthiest 0.01 percent – have shaped our economy for generations. Under pressure from Wall Street, employers have failed to uphold the promises they made to workers regarding retirement benefits. Far too many employers have failed to pay into retirement funds to keep the funds solvent. Millions of workers who exchanged wage increases over the years for the simple promise of retirement security are now finding that security in jeopardy. But it does not have to be this way.

Indeed it cannot continue to be this way because an economy built on wage suppression and radical inequality does not work. This type of economy produces weak growth, financial bubbles and financial crises, and political instability. And there is another choice – a choice that will produce prosperity.

We can build a full-employment economy where workers' wages rise as we create more wealth. We can ensure that the public investments we must make – from education to infrastructure – are well funded and shared equally. And that the bookends of the raising wages economy – childcare and secure retirement – are guaranteed for all.

Raising wages means better lives and opportunity for all. That has to mean addressing racial injustice and economic exclusion. Raising wages means addressing social and economic problems with infrastructures and resources rather than with criminalization and mass incarceration. Justice at work and justice in our communities are intertwined and both must ad-

vance for either to grow.

Collectively, these elements will build the final, critical element: political accountability. Raising wages is the workers' common voice, and, when unified, will establish a standard of accountability that no political leader can evade.

But all this will only happen if we make it happen. If we tell the truth about what has happened to our economy. If we take on the fights that will determine whether wages in America continue to decline. If we bring those fights to the streets of our communities. And if, in the end, we hold those who seek elected office in our country accountable for the only question that matters: Are you for an economy where workers' income rises as we produce more wealth? Or are you building an economy where those who do the work must live on the crumbs left over from the meals they have made but others have eaten?

## Telling the Truth

Every working person needs to know the facts. The AFL-CIO has launched Common Sense Economics to get these facts into the hands of working people.

Wages for the bottom 70 percent have been flat since the late 1970s, while almost all the gains from the increasing productivity of our workforce have flowed to the top 10 percent.

Wage stagnation is not the inevitable outcome of immutable economic forces. Wage stagnation is the result of wealthy and powerful people, big corporations and Wall Street designing a global economy where wages stay low.

The rules are rigged because they rigged the rules.

But it hasn't always been this way, and it doesn't have to be this way. At the national, state and local levels we can bring back government that enforces rules that provide for an economy where wages grow and where the wealth we produce is shared fairly; that protects workers; and that fa-

vors democracy in the workplace.

And we – the labor movement, our allies and each of us as individuals – will speak about these truths, about the fights we take on, about the victories and gains we achieve – in the same way, using a common raising wages narrative. Whether we are negotiating for a pay increase at the bargaining table or mobilizing for a paid sick leave ordinance in city hall, we must recognize that each of these battles is part of one overall raising wages campaign – and we must all think and speak about them in the same way.

## Fighting the Fight

In the next few months, the labor movement will fight five big fights over the basic structure of our economy – over whether we live in a low-wage or a raising wages society.

We will fight to defend and expand our rights at work – the right to organize, the right to a living wage, the right to overtime, the right to equal pay. And millions of us will bargain in thousands of workplaces across this country to raise our wages. In cities across the country we will pass paid sick day and fair scheduling legislation. And we will mobilize support for federal legislation that strengthens protections for workers who speak out and take action with their co-workers to improve their wages and working conditions and brings remedies for workers who face retaliation for exercising their rights in line with other workplace laws. More and bigger changes are needed to fix our broken labor law system and restore workers' freedom of association, but strengthening remedies for workers is an important and immediate first step. At the federal level, we will fight to raise wages for the government's own workforce. The federal government is the nation's largest employer and its actions set a standard for

*Continued on Page 7*

## New EPI Report Exposes Sham Of So-Called 'Right to Work'

*Editor's note: A comprehensive report by the respected, non-partisan think tank Economic Policy Institute (EPI) recently illustrated the hoax of so-called right-to-work (RTW) laws. The report's summary offered this description of whether RTW truly is about freedom:*

Corporate lobbies advocate RTW with the goal of restricting unions. There are many organizations that, like unions, require membership dues. For instance, an attorney who wants to appear in court must be a dues-paying member of the bar association. One may dislike the bar association, but must still pay dues if he or she wants to appear in court.

Condominium or homeowners associations similarly require dues of their members. A homebuyer can't choose to live in a condominium development without paying the association fees.

Yet the national corporate lobbies supporting RTW are not proposing a "right to practice law" or a "right to live where you want." They are focused solely on restricting employees' organizations.

By federal law, unions are required to provide all their benefits to every employee covered by a union contract. In RTW states, if a non-dues-paying employee has a problem at work, the union is required to represent her—including providing an attorney at no charge if one is needed—the exact same as it would a dues-paying member.

Unions in RTW states are the only orga-

nizations in the country forced to provide all benefits for free, and banned from requiring those who enjoy the benefits to pay their fair share of the costs of creating them.

Indeed, employer associations themselves refuse to live by the same rules they seek to impose on unions.

In Owensboro, Kentucky, the local Building Trades Council decided to withdraw its membership in the local Chamber of Commerce, but asked if it could still receive full member benefits even though it would no longer be paying dues. Absolutely not, answered the Chamber. "It would be against Chamber by-laws and policy to consider any organization or business a member without dues being paid. The vast majority of the Chamber's annual revenues come from member dues, and it would be unfair to the other 850-plus members to allow an organization not paying dues to be included in member benefits."

The Chamber's logic is simple: If it had to provide all its services for free, and dues were strictly voluntary, it might go out of business. This, then, appears to be the true aim of RTW, and may explain why some corporate lobbies continue advocating for it even though it doesn't add up as economic policy. It appears that the main goal of RTW may be not to create jobs or give workers more freedom, but instead to make it harder for workers to have an effective voice in negotiating with their employer.

*(Visit [epi.org](http://epi.org) and look for the complete report in a post dated Jan. 23.)*

## House Hearing Underscores Support for the Jones Act

Lawmakers, the commandant of the Coast Guard, and the head of the Maritime Administration all spoke in support of the Jones Act during a Feb. 25 hearing of the House Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation.

Although the nation's freight cabotage law wasn't the hearing's focal point (the gathering was called to discuss the administration's budget request for Coast Guard and maritime transportation funding for the next fiscal year), it came up several times.

Subcommittee Chairman Rep. Duncan Hunter (R-California) promoted the Jones Act, which requires that ships carrying cargo between domestic ports be built in the United States, crewed by American citizens, American-owned and American-flagged. He talked about the risk of shipments of oil and chemicals being carried by foreign-flag vessels and foreign crews if the Jones Act were curtailed or repealed.

Questioned by Hunter, Coast Guard Commandant Admiral Paul Zukunft told the subcommittee that on any given day his agency is detaining in U.S. ports a dozen foreign-flag vessels that aren't complying with pollution and safety rules.

"Moving highly volatile materials is not a place where we can afford to cut corners," Zukunft said.

Rep. Elijah Cummings, long a maritime stalwart, challenged his fellow subcommittee members to work "to make sure that the (rest of the) Congress understands the significance of the Jones Act, because I think a lot of our colleagues just do not understand how significant it is and how America is falling behind. I used to say slowly but surely; now, it's fast."

Cummings was referring to the decline in the U.S.-flag fleet.

Maritime Administrator Chip Jaenichen told the subcommittee the mere threat of weakening the Jones Act is enough to harm the domestic maritime industry – and, by extension, America's national security. He pointed out some current new-build programs for Jones Act tonnage and then added, "Even the discussion of potentially changing the build requirement is enough to essentially influence some of the finance folks. And if they get concerned about the ability [of] the folks that are buying these ships to be able to get financing.... What ends up happening is if you bring in tonnage that can be built overseas, at shipyards that are subsidized by foreign governments, you get a situation where you imbalance the economic model [for] these operators currently, who have made the investment in Jones Act tonnage, built it in the U.S. to be able to be in coastwise trade."

# Training Director J.C. Wiegman Retires

With just a few hours left in his final day on the job, the longtime director of training at the SIU's affiliated school in Piney Point, Maryland, didn't pretend to be unemotional.

"It's been more difficult than I thought it was going to be," said J.C. Wiegman, who worked at the school since the late 1980s. "It's hard saying goodbye to all these people. This has been my whole life."

Nevertheless, Wiegman, who'll turn 67 this summer, decided he wanted to spend more time with his eight grandchildren and other family members. He finished his duties at the Paul Hall Center for Maritime Training and Education on Feb. 27.

Paul Hall Center Vice President Don Nolan described Wiegman as "instrumental in all phases of training throughout the school, both vocational and academic. His communications with the Coast Guard, the Military Sealift Command and other agencies was vital for us, and he also did a great job with our veterans program. J.C. was a great employee and a great friend. He'll be missed."

Paul Hall Center Assistant Vice President Bart Rogers worked with Wiegman throughout his career at the school.

"J.C. was loyal, dedicated and knowledgeable," Rogers stated. "J.C. was the kind of guy who wasn't afraid to get his hands dirty. He did whatever needed to be done to make sure the

school ran efficiently."

Rogers added that Wiegman's detailed knowledge of the maritime industry's myriad training requirements "kept us way ahead of schedule all of the time, long before you were required to be compliant. He kept us abreast of all the changes, going back to the training record book and most recently the (STCW) final rule."

Wiegman's connection to Piney Point began long before the school opened there in 1967. He grew up in the small town (its population today is still fewer than 1,000), and his father worked at the facility when it was a torpedo testing center.

Wiegman joined the Navy in 1966 and retired after 21 years. After moving his family back to southern Maryland, he got a job at the Paul Hall Center's Lundberg School in 1989, working in the maintenance department for the late Sam Spalding.

"Big Sam was quick to tell me the job didn't pay anything and I was overqualified," Wiegman remembered. "I don't think Sam ever believed that this was my home; benefits and money were really secondary."

Soon, Wiegman began teaching deck, engine and safety classes.

"I could write a book on the changes in training that began in the 1990s," he said. "In the early 90s, oil and pollution prevention were impacting the industry. A program for tanker safety operations

was put in place. This course became the industry standard before the Oil Pollution Act of 1990 came out in regulation. It was also a key event in my career because my boss, the late Bill Eglinton, tasked me with going to the Coast Guard and getting a grandfathering provision for (the) tanker assistant-dangerous liquids class. Going to the National Maritime Center, I met and learned to work with them, opening lines of communication."

Other milestones for the school during his career cited by Wiegman included it becoming a degree-granting institution; the additions of many STCW-compliant courses; the opening of the Joseph Sacco Fire Fighting and Safety School; and the installations of various simulators.

"I will miss the students most of all," Wiegman added. "I will also miss the instructional staff who made every morning an adventure. They are the most talented people you will find in maritime. I would be remiss in not remembering the staff that's no longer with us: Casey Taylor, Larry Malone, Sam Spalding, Tom Gilliland, Bobby Dean, John Smith and many others."

Asked about his immediate plans, Wiegman said he truly didn't know, other than spending time with family.

"I've never not worked," he stated. "My wife and I are going to do a little travelling to see grandchildren, and she and I are going to learn to live with each other



J.C. Wiegman worked at the school since the late 1980s.

after 45 years of marriage... I could give you 1,000 things that I've thought about doing, but I don't have a plan other than whatever years I have left, it's going to be around family."



Bosun Carl Pedersen

## Bosun Becomes Believer In Membership Portal

Bosun **Carl Pedersen** doesn't think of himself as technologically savvy, but he says it doesn't take a computer whiz to benefit from using the members-only portal available on the SIU website.

Pedersen signed up for the portal – a free service – at SIU headquarters on Feb. 9. He got a walk-through from Seafarers Plans Administrator Maggie Bowen and came away impressed with the online system.

"The portal is great," said Pedersen, a Seafarer for more than a decade. "All of my information is right there – everything. I can check out what I need and what I need to get done. How great is that?"

He added that the portal is especially useful for him because he lives overseas. But it also may come in handy aboard ship, for example.

"If you don't have a clinic paper with you on a ship, you can just go to seafarers.org and you can print it right there," Pedersen noted. "I'm going to spread the word. I'm a big fan of it."

The portal was introduced a few years ago as part of a major upgrade to the union's website. It features a wealth of information including work history, claims status, a list of dependents and much more. Last year, an option was added that lets members schedule clinic exam services. Seafarers also can use the portal to update their contact information.

All Seafarers are encouraged to sign up for a free account. Look for the "Member Login" link in the upper right part of the SIU homepage, [www.seafarers.org](http://www.seafarers.org)

## Seafarer Speaks Up for Jones Act

Article also Offers Accolades for Paul Hall Center, SIU

*Editor's note: During a recent grassroots campaign to support a key maritime law known as the Jones Act, SIU member John Ingold sent this article to the Seafarers LOG. But the QMED didn't stop there – a shorter version of this piece was published by the political news website The Hill.*

*This version includes descriptions of the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.*

*Ingold is also a college student and is preparing to change careers, but his belief in the U.S. Merchant Marine has never been stronger.*

I come from the Midwestern town of Green Bay, Wisconsin. It's a small but proud town of cheese-loving Packers fans.

Growing up in Green Bay, I graduated high school in 2009. At the time, Green Bay was facing the economic uncertainty that the most of the United States was feeling. Financing large amounts of student debt to go to college while I was undecided on what to do seemed unwise. I was faced with the very common problem many American young adults and parents are forced to deal with.

One day while studying online with my father on potential career paths, we learned about an apprentice program. It was funded jointly by a labor organization and the companies that rely on that same workforce. This school gives people the opportunity through hard work to earn a free education and employs them in the lucrative but demanding U.S. shipping industry.

After some research I felt as if this program might be right for me. The education begins with an academy-style program that teaches people the basic required classes for safety and security when working on U.S.-flag commercial and government ships, and then sends you out on the contracted vessels as a working apprentice. While on board that commer-

cial or government vessel the student has the opportunity to work in each of the three departments (deck, engine and steward) during a three-month period. When the student returns to the school, he or she chooses one of those departments. The school then further trains that mariner for work in the chosen department.

Altogether, when the mariner completes the program in about one to one-and-a-half years' time, that person now has education and experience in the department they'll be working in. This benefits the ship-operating company immensely because they know the labor force they receive is ready for the job.

This is a great example of labor and management working together for mutual benefit. The



John Ingold says standing up for the maritime industry "is the equivalent protecting our values as Americans."

Seafarers International Union, in collaboration with American-flag vessel operators, supports the education of mariners so they can enter the industry, and helps enable them to climb the ladder from entry level to higher positions, all the way up to vessel master.

I believe these opportunities also exist in part because of the Jones Act. A strong case can be made that without the Jones Act – formally the U.S. Merchant Marine Act of 1920 – there wouldn't be a U.S. Merchant Marine.

This law dictates that cargo moving from one American port to another is carried on an American-flag, American-owned ship built in the United States and crewed by U.S. citizens. It contributes to our economy and security by keeping our ship-building capacity operational and helping maintain a pool of mariners who are qualified

and competent to operate our vessels.

The Jones Act reaches further than this as well. Our armed forces rely on the support of the U.S. Merchant Mariners who work on Military Sealift

*Continued on Page 20*



Pictured on the Delta Mariner after contract ratification are (front) Messman Clarence Robinson, (back, from left) Port Agent Jimmy White, OS Scott Accardi, AB Frank Revette, Steward Dominique Busch, Recertified Bosun Arthur Cross, VP Gulf Coast Dean Corgey and Oiler Michael Ziegler.



Members of each bargaining group are pictured after reaching a tentative agreement covering Seafarers employed by Intrepid Personnel and Provisioning.

## New Contracts Call for Wage Hikes, Other Gains

Three new contracts have recently been approved or are in the process of being ratified that call for wage increases and other gains while maintaining benefits. Those pacts – each for three years – cover Seafarers employed by (respectively) Great Lakes Dredge and Dock Company; Intrepid Personnel and Provisioning; and Foss Maritime, operator of the *Delta Mariner*.

The tentatively ratified agreement with Great Lakes Dredge and Dock features annual wage increases, maintains medical benefits at the Core-Plus level (the top one available) and boosts company contribu-

tions to the Seafarers Money Purchase Pension Plan, in addition to other gains.

Negotiating on behalf of the SIU were Vice President Contracts George Tricker, Port Agent Georg Kenny and members **Robert Kiefer, Elmer Prestidge and Duane Evans.**

Great Lakes Dredge and Dock Company is the largest provider of dredging services in the country. It operates 10 hopper dredges that are crewed by around 100 SIU members.

Similarly, the new contract with Intrepid (a subsidiary of Crowley) boosts wages and

some wage-related items and maintains Core-Plus medical benefits, a 401(k) plan and pension credit rates. Modifications to work schedules have been incorporated along with the consolidation of work rules.

This agreement covers more than 250 Seafarers sailing aboard the company's tugboats, towboats and articulated tug-barge units (ATBs). Collectively, those crews and equipment transport petroleum products between the West Coast and the Gulf of Mexico.

The SIU negotiating team included Vice President West Coast Nick Marrone, Vice

President Gulf Coast Dean Corgey, Port Agents Mike Russo and Kris Hopkins, and members **George Sadler, Dan Cronan and Ron Piner.**

In early February, members ratified the new agreement covering the *Delta Mariner*, which normally transports rocket components between domestic ports in the south. Like the aforementioned contracts, this one increases wages, maintains benefits and calls for gains in various living and working conditions. Corgey and Port Agent Jimmy White headed the union's bargaining team.

## Former NMU President Lou Parise Dies at 87

Louis Parise Sr., former head of the National Maritime Union (NMU), passed away Feb. 20 at his home in Cherry Hill, New Jersey, where he'd live for the past 60 years. He was 87.

Parise at various stages of his career held several different positions with the NMU before he retired in 1997. That union went on to merge into the SIU in 2001.

He first shipped out as a 16-year-old messman on the Liberty ship *Norman S. Coleman* in World War II. It proved to be a challenging beginning, as the vessel endured a typhoon while sailing to the Far East and then was attacked by kamikaze pilots in the Pacific.

Parise sailed until 1952, working his way up to bosun, and then came ashore as an NMU patrolman in Philadelphia. In the ensuing decades, he worked as a port agent, vice president of shore-side organizing, and president of what was then District No. 4-NMU/MEBA. He also was a vice president of the Pennsylvania AFL-CIO, a vice president of the United Seamen's Service (USS) executive board, and secretary-treasurer of National MEBA when it included the NMU.

In 1994, Parise received the prestigious Admiral of the Ocean Sea award from the USS.

Burial took place March 13 at the Veterans Administration National Cemetery in Long Island, New York, and included honors by the Navy. Among Parise's survivors are his wife of 60 years, Eleanor; two children; and three grandchildren.



Louis Parise Sr.

## AFL-CIO Outlines Stance On Raising Wages, Collective Bargaining for All Workers

*Continued from Page 5*

other public and private employers.

We will fight for economic policies that put full employment and wages that rise with productivity ahead of Wall Street profits. We will fight for increased federal investment to fix our crumbling infrastructure, which will create jobs and increase productivity, all of which will raise wages. We will fight against financialization in all its forms – from tax breaks for corporations that outsource jobs to student debt peonage – and we will fight for taxing financial speculation and expanding Social Security.

We will stop Fast Track and fight any trade policies or trade deals that undermine our democracy and favor multinational corporations over working people in the U.S. and around the world.

We will fight against the marginalization of any of us – from mass incarceration to the scandal of 12 million undocumented immigrants without rights and without a path to citizenship. When some of us have no bargaining power, all of us lose.

We will fight in the states to keep right wing politicians, acting on behalf of their corporate and Wall Street patrons, from rolling back fundamental economic and social protections that we have won over many decades of struggle.

All of these fights are about policy decisions that together make up the structure of an economy built on wage stagnation. They are not separate fights. They are one fight, and that fight is about *raising wages.*

### Raising Wages in Our Communities

Raising wages has to happen in the places where we live and work. In the weeks and months to come, working people in 10 of America's major metropolitan areas are going to be putting the pieces to-

gether to turn these cities into raising wages communities.

Over the past year, the AFL-CIO and numerous affiliated unions already have launched raising wages initiatives with local unions and coalition partners in several southern cities (Dallas, Houston, Atlanta and Miami) and now have begun to undertake initiatives in additional cities: St. Louis, Philadelphia, Columbus, San Diego, Minneapolis/St. Paul and Washington/Baltimore.

We call on state and local bodies in these cities, union affiliates, community partners, and progressive allies to identify the current and potential raising wages campaign opportunities in organizing, bargaining, legislation, and politics – and to treat these opportunities as interconnected components of a single nationwide initiative to raise wages – and to do so using a common narrative.

We pledge to collaborate with and assist each other in carrying out these raising wages campaigns.

The AFL-CIO will work with our state and local bodies, our union affiliates, community partners and progressive allies in these cities to bring new energy, to help pool resources and to offer coordination among coalition partners in the raising wages campaigns they undertake – and to help spread the truth that a high-wage community is a better community to live in. Together we can make it happen.

### Holding Leaders Accountable

Accountability means we expect policymakers and candidates to take concrete action to build a raising wages economy. And we demand they stop changing the subject away from economic inequality and wage stagnation and stop proposing Band-Aids that do not really solve the problem. These are the standards by

which leadership will be judged.

Accountability starts with presidential politics. In January, we held a national summit on raising wages. Between now and the end of 2015, the AFL-CIO and our state partners will hold raising wages summits in the first four presidential primary states: Iowa, New Hampshire, Nevada, and South Carolina. The first will be in Iowa this spring. Each summit will bring together diverse voices to discuss how we can implement a comprehensive agenda to increase workers' bargaining power, raise wages and living standards for the vast majority of workers, and hold policymakers accountable. This has to be a conversation about every aspect of leadership – policies, political strategies, and staffing choices.

But accountability does not stop there. As we go into raising wages fights on Fast Track, on the right to organize and bargain, on the power of Wall Street, accountability on the question of raising wages must be our watch word at every level of the labor movement and we must demand it at every level of government – from town councils to state legislatures to the halls of Congress. And raising wages does not mean: will you throw us crumbs from the table? It means: will you take on the fight to ensure that those who create the wealth get to share in it?

### Why We Must Win

America is a country built on the idea that hard work should be rewarded. The labor movement's contribution was to show that if you want hard work to be rewarded, people have to come together to make it so through collective action and solidarity. This is and always has been the only effective path towards social and economic justice in America.

The most important thing now is to raise our expectations and demand more. We know things do not have to be the way they are. We know who is responsible for the theft of our wages. We know the work we do has dignity and value, and we deserve to be paid more for doing it. We deserve to share in the wealth we all create together. We deserve more from our economic and political elites. We deserve a better and more functional democracy. We must and we will raise wages.



**HONORING AMERICA** – During the annual pre-Thanksgiving gathering at the Oakland hall, Retired Recertified Steward George Pino (right) joins the 4th Marine Division 23rd Regiment Color Guard in presenting the colors.

## At Sea & Ashore With the SIU



**A-BOOK IN OAKLAND** – ACU Hayel Omer (right) last month received his A-seniority book at the hall in Oakland, California. Omer's recent ships include the *Horizon Enterprise* and *Overseas Los Angeles*. Presenting the book is Patrolman Nick Marrone II.



**ABOARD BBC HOUSTON** – Fellow mariners aboard the AMSEA-operated *BBC Houston* thanked Recertified Steward Audrey Brown (right) and ACU Mahmood Monassar "for an outstanding job on Thanksgiving Day," according to a note from the crew that was submitted with this photo.



**ABOARD GREEN LAKE** – Patrolman Mark von Siegel submitted these photos from a January payoff aboard the Central Gulf Lines vessel *Green Lake* in New Jersey. Pictured from left to right in the large group photo are Recertified Bosun Basil D'Souza, Chief Cook Deitre Jackson, Bosun Karl Mayhew, Steward/Baker Danilo Florendo, AB Gary Vart and OMU Arlie Villasor. Seated left to right in the photo below are ABs Daniel Zapata and Mark Hunter.



**FULL BOOK IN HOUSTON** – AB Kaleb McGill (right) gets his full union book at the hall in Houston. Congratulating him on the milestone is SIU VP Gulf Coast Dean Corgery.



**FULL BOOK IN MOBILE** – Oiler Joseph Allotey (left) picks up his full union book at the hall in Mobile, Alabama. Congratulating him is Port Agent Jimmy White.



**ABOARD MAERSK OHIO** – Fellow crew members aboard the *Maersk Ohio* recently thanked the steward department for hearty meals and a healthy salad bar. Pictured on the ship Jan. 31 in Port Elizabeth, New Jersey, are (from left) SIU Safety Director Osvaldo Ramos, Chief Cook Tereza Padelopoulou, Recertified Steward Michael Carello and SA Munasar Muthana.



## At Sea & Ashore With the SIU



**PHOTOS OPPS GALORE IN JACKSONVILLE** – There's been no shortage of photo opportunities recently at the hall in Jacksonville, Florida. SIU Asst. VP Archie Ware is at far right in all but one of these snapshots, four of which show newly retired Seafarers. The image above shows three members getting their full books: Rosemary Glover, James Luttrell and Michael Hodges, flanked by SIU Gulf Coast VP Dean Corgey (far left) and Ware. The remaining photos show Robert Venable (below, center), Michael Harris (above, right), Justin LoDico (immediate right), and David Keefe (below, left) along with Violeta Keefe (front), administrative assistant Karen Shuford (left) and Ware.



**WELCOME ASHORE IN PUERTO RICO** – When picking up his first pension check at the hall in San Juan, Puerto Rico, newly retired AB Ismael Roman (left, with Port Agent Amancio Crespo) stated, "If I had the chance, I'd do it all over again. God bless the SIU and may the Lord continue his blessings over our brothers and sisters." Roman's SIU career spanned nearly a half-century – he started sailing with the union in 1966.



**WELCOME ASHORE IN HOUSTON** – Recertified Bosun Inocencio Desaville (left) recently called it a career after sailing with the union since 1970. He is pictured at the Houston hall, picking up his first pension check from Patrolman Joe Zavala. Desaville most recently sailed on the *Yorktown Express*.



**WINTER'S LAST BLAST** – On the steps of the hall in Jersey City, New Jersey, Patrolman Ray Henderson, Dispatcher Terry Montgomery and Patrolman Mark von Siegel observe what virtually everyone hoped was the last snow of this winter.

## Gen. Selva Backs Jones Act, MSP, U.S. Mariners

The commander of the U.S. Transportation Command (USTRANSCOM), Gen. Paul Selva, recently offered powerful words of support for the U.S. Merchant Marine and the rest of the American maritime industry.

Speaking to the executive board of the Maritime Trades Department (MTD) Feb. 19 in Atlanta, the USTRANSCOM commanding officer spelled out why he ardently backs the Jones Act, the Maritime Security Program (MSP) and its related Voluntary Intermodal Sealift Agreement, and the men and women in every component of the maritime industry.

The MTD, a constitutionally mandated department of the AFL-CIO, is composed of 21 international unions (including the SIU) and 21 port maritime councils in the United States and Canada representing nearly 5 million working men and women. SIU President Michael Sacco also serves as president of the MTD.

Selva described Sacco as “a counselor, a teacher and a friend – a person who isn’t bashful about making your case to our nation’s leaders. He has served you well.”

The general said he appreciated the chance to discuss what he views as “the foundation of the strength of our nation, which is our maritime trades and the ability to move our forces to any point on the globe at the time of our choosing. Without you – without all of your efforts – that would not be possible. ... I am of the firm belief that this nation is and will always remain a maritime nation.”

Selva noted that the MTD board and guests in the audience included representatives from all components of the maritime industry. With that in mind, he said the nation “depends on you not only for its economic security but for its actual physical security. I’m a big fan of saying if we have to get into a fight, I want it to be an away game. You are the people that make that possible, whether you’re crewing the ships that are in our surge fleet or our Ready Reserve fleet, or whether you’re crewing the American-flag international trade vessels that are so important to our national defense.”

The general then explained why he believes in the great value of the MSP and the Voluntary Intermodal Sealift Agreement, abbreviated as VISA.

“We depend on the ships and the crews in the Maritime Security Program and the Voluntary Intermodal Sealift Agreement to

be successful,” he stated. “You carry fully two-thirds of all of the cargo that will ever go to a fight that we send our soldiers, sailors, airmen and Marines into. You are the very backbone of our national defense, and it is incredibly important that we protect that relationship.”

Selva then pointed out that with the U.S. military transitions out of Iraq and Afghanistan, government spending on transportation “has declined from a dollar value of nearly \$12 billion a year ... spent in the Defense Department just two years ago to the pre-9-11 rate of about \$6 billion a year. That’s the real set of numbers.”

Because of that development, the U.S. is moving to “the very set of circumstances that the Maritime Security Program and the Voluntary Intermodal Sealift Agreement was designed to sustain,” Selva continued. “The stipend that comes to the 60 ships in the Maritime Security Program – which I value for their military utility – is a peacetime scheme. The Voluntary Intermodal Sealift Agreement, where industry gives the Defense Department access to both their over-ocean and inland capacity, is a peacetime readiness scheme designed to make us ready in crisis. And so you’ll find that I’m an ardent defender of both.”

After describing how the commercial maritime industry played a vital role in Operation Enduring Freedom and how it continues providing essential support in current military missions, Selva praised “the dedicated men and women from the trades that make this industry work. Whether you build the ships, crew the ships or repair the ships, you make this possible. And that’s why I am committed to supporting the Jones Act. The Jones Act isn’t about a political statement, and to be honest, while it is an incredibly patriotic piece of legislation, my interest in it has nothing to do with patriotism. It has to do with coldhearted math.”

He continued, “The Jones Act trades – all of that trade that happens on our interior and coastal waterways – supports the industry that allows this nation to be successful. If I run the numbers, it’s an easy call. There are ... merchant sailors who operate on ships that participate in Jones Act trade that have crewed and will crew Ready Reserve ships and surge sealift ships. ... It’s easy for me to say the economics favor the Jones Act; national security favors the Jones Act; and my operational requirements demand access



SIU President Michael Sacco, Gen. Paul Selva

to the labor pool that is supported by the jobs that are provided by the Jones Act.

“Without the contribution that the Jones Act brings to support of our industry, there is a direct threat to national defense,” he concluded.

The general also acknowledged the proud legacy of the U.S. Merchant Marine. “Throughout the history of our military and throughout the history of this industry, you have stood side-by-side with us,” he said. “It’s almost not fair to call you civilians; you are part of our military. You are part of the fiber that makes us successful. In any fight, I can guarantee that 75 percent of the cargo that moves to sustain the fight or deploy to the fight is going to move on the vessels that you build, crew and maintain.”

Selva then talked about the need to replace Ready Reserve Force vessels that soon will “age out” of the inventory. He also discussed cyber attacks against our military and how modern technology is an integral part of

new ships.

He wrapped up his remarks by pointing out, “Together, the strength of this nation can be put on any point on the globe that we choose, because we have combined military and civilian capacity in a way that no other nation can, and no other nation ever will. I’ve had more than one national leader from around the world say to me precisely the following: ‘We have no idea how you do what you do, but we’re glad America knows how to do it.’ And you’re it. I thank you for your dedication, your support, your patriotism, your loyalty to this task of defending our nation.”

Selva added that he personally appreciates the respect shown by the MTD and its affiliates to our military personnel, including those who have finished active duty and found work ashore. “You have welcomed them with open arms,” he stated. “You take care of us the way you take care of each other.”



MSC Exec. Director John Thackrah, SIU Exec. VP Augie Tellez

## Thackrah Sees Stability for MSC Mariners

The executive director of the U.S. Navy’s Military Sealift Command (MSC) sees a bright future for mariners in the agency’s fleet, regardless of whether those seafarers are from the private sector or whether they work directly for the government.

John Thackrah made that point Feb. 19 in Atlanta, where he addressed the executive board of the Maritime Trades Department (MTD). Thackrah said that despite a major reduction in government spending on transportation (partly due to the drawdowns in Iraq and Afghanistan), MSC projections for the next five years show little change in their anticipated need for merchant mariners.

“I think it’s a good-news story that in this downturn, (in this) potentially sequestered world as we say in our budgetary-speak, that we’re going to be able to maintain our head count,” Thackrah told the board. “Are we going to retire some ships? Yes, but we’re bringing a lot of new equipment aboard.”

He pointed out current new-build programs including the joint high-speed vessels (JHSV), and the mobile landing platforms (MLP). Eleven JHSVs are planned, as are at least three MLPs. Thackrah also mentioned various special mission ships that are being added to MSC’s fleet.

The executive director described the components of U.S. sealift capability, including more than 9,600 mariners (roughly 5,300 from the public sector) sailing with MSC, 60 ships in the Maritime Security Program fleet, 26 repositioning ships, 14 surge sealift vessels

and 46 ships in the Ready Reserve Force (RRF). He talked about options for replacing vessels in both the RRF and surge fleets.

In recalling the history of MSC and its forerunner (the Military Sea Transportation Service), Thackrah said that since World War II, its missions have grown from two to more than 20 today. “What we’ve learned over time is how to do these missions with civilian mariners, and not (Navy) sailors,” he said.

However, his presentation also pointed out the decline in the privately owned U.S.-flag fleet since the end of World War II. Along with lamenting that development, he expressed a desire for additional U.S. shipyards. “I’m glad to have the ones that we have; there’s just not enough,” Thackrah stated. Specifically, he said there aren’t enough yards for repairs of military ships, especially in times of crisis.

Thackrah concluded his remarks by applauding the U.S. Merchant Marine.

“Mariners are precious to us,” he said. “It doesn’t matter whether it’s a contract-operated ship or a CIV-MAR-operated ship. I need to keep these people safe.”

He described mariners as the “backbone of our sealift enterprise. In times of crisis, our nation calls upon maritime labor unions to crew our surge sealift and MARAD Ready Reserve Force ships. ... We are incredibly proud to serve side-by-side with the men and women that you represent that work for us at Military Sealift Command that go to sea every day.”

## Reps. Scott, Clyburn Support Maritime, Labor Issues

Two U.S. Representatives, both of whom have been avid champions of the maritime industry and working-family issues since initially taking their respective oaths of office in January 1993, recently addressed the Maritime Trades Department's (MTD) 2015 Executive Board meeting.

Speaking to industry officials, labor leaders, delegates and guests Feb. 20 in Atlanta, the Honorable Congressmen Bobby Scott (D-Virginia) and James "Jim" Clyburn (D-South Carolina) both delivered strong messages of support for the maritime industry and contemporary issues affecting working men and women.

Congressman Scott currently serves as the Ranking Member on the Committee on Education and the Workforce. He is the first African American elected to Congress from Virginia since Reconstruction and only the second African American elected to Congress in Virginia's history.

Congressman Clyburn is Assistant Democratic Leader, a post he has held since 2011. Prior to assuming that position, the congressman served as House Majority Whip. Clyburn is the third-ranking Democrat in the House behind Minority Leader Rep. Nancy Pelosi (D-California) and Minority Whip Rep. Steny Hoyer (D-Maryland).

### Congressman Scott

"I've been a supporter for the maritime industry for a long time," said Scott, who has represented southwest Virginia for a combined 22 years in Congress and the Virginia General Assembly. The congressman's constituency boasts a robust maritime environment including ports, shipyards and a very strong maritime industry.

Because of this background, the congressman has a unique perspective on what it takes to ensure the continuation of a strong and vibrant U.S. maritime industry.

"The success of the industry is dependent on the continued support of things like the Maritime Security Program and the Jones Act," Scott said. "The Maritime Security Program is an essential element for our national defense.... It is a program that is a true example of public/private partnerships that provides the department of defense with sealift capability when needed, right on the spot and economically."

The congressman continued, "So we've got to continue that program and the Jones Act which helps ensure long-term sustainability of the U.S. fleet, the health of the U.S. shipbuilding industry and helps protect hundreds of thousands of jobs."

"And, as far as I am concerned, you can't have a strong maritime industry in this country without the Jones Act," he said, "and so we have to continue the Jones Act and Title XI (the shipbuilding loan guaranteed program) in order to protect good American jobs."

Turning his attention to the disparity in wealth and income that exists in today's society, Scott quoted the late President John F. Kennedy who once said: "A rising tide lifts all boats."

According to the congressman, without question, that is not the case today. Today, Scott said, "It looks like the rising tide just lifts all yachts. Since the 1970s, all of the growth in income has gone to the wealthiest among us. More and more, we are becoming a nation of haves and have nots."

"Since 1979, wages for the top 1 percent have gone up 138 percent, those in the middle 6 percent and for those on the bottom, it's actually gone down," he continued. "This trend in income disparity is even worse when you talk about disparity in wealth, because all of the gains in wealth since 1983 have gone to the upper 1 to one-fifth percent. This growing disparity in income and wealth threatens



U.S. Representative Bobby Scott (D-Virginia), MTD President Michael Sacco, U.S. Representative James "Jim" Clyburn (D-South Carolina)

the future of the American dream and the future of our society." Congressman Scott then said many Americans are asking what's being done to rectify the foregoing situation.

"Two years ago, we (Congress) passed legislation that extended tax cuts to the tune of \$3.9 trillion," he said. "We're in the process now of passing tax expenditures which if you add them up comes to about half a trillion dollars. So we have the money." The congressman added that if you put half a trillion dollars into a jobs program at \$50 thousand each, that's 10 million jobs—that's everybody who is drawing unemployment.

"Now we can do that or we can spend all of that money in tax cuts for those who don't need it," he said. "We can do better if we create all of those jobs."

Focusing on boosting wages and the positive impact such actions have on the economy, Congressman Scott commented on Walmart's recent decision to raise pay for its employees.

"Walmart did not increase wages for their health... they increased wages because they found that people had other options," he said. "If you create 10 million jobs and factor in (the fact) that we have a consumer-oriented economy, then you now have 10 million people buying cars, 10 million people going to restaurants, 10 million people buying houses and furniture and everything else. That will help improve the economy."

To drive his point home, Scott used an anecdote of a minister addressing his congregation: "He said we got good news and bad news. Good news is that we have the money to build the new church; bad news is that money is still in your wallets. So the good news is that we have the money to create enough jobs so everybody can work; the bad news is that we're spending it all on tax cuts for people who don't need it," the congressman said.

Turning his attention to collective bargaining, Scott noted that across the nation, we've seen efforts to weaken the rights of employees to have a voice in the workplace. "States like Illinois and Wisconsin are going after the rights of public sector workers to organize and bargain collectively," he said. "On the federal level, we've seen attacks on the National Labor Relations Board. Whenever they do something right, [anti-worker legislators] are right in there with legislation trying to

undo what they have done."

Congressional Democrats, according to Scott, are currently dealing with an effort by some of their colleagues across the aisle to reject the recent National Labor Relations Board rule designed to streamline the process for getting an election when unionizing. The new rule does not reflect any change in the law. Instead it simply says that when workers decide that they want an election, let them have an election.

"The House and Senate are now considering legislation to set that aside," Scott said.

After noting that the late Martin Luther King once labeled the labor movement as the principal force that transformed misery and despair into hope and progress, Congressman Scott said the labor movement gave birth to unemployment insurance, old age pensions and government relief to the destitute. It also provided workers new wage levels that met not only mere survival but also living wages and safe workplaces. "Indeed, the labor movement is responsible for many basic rights that many people just take for granted," Scott said. "The movement continues to work to ensure that working people in this country have a voice in the workplace and the right to bargain collectively with their employers.... We cannot address income inequality without a strong and thriving labor movement."

Congressman Scott said that while the labor movement is under attack, working families still have allies on Capitol Hill. He finished his speech by encouraging all present to exercise their Constitutional rights at the ballot box whenever the opportunity presented itself.

### Congressman Clyburn

Congressman Clyburn began his presentation by sharing facts about his background including the circumstances under which he—then a young jailed civil rights activist during the Jim Crow-era in Orangeburg, South Carolina—met and later married his wife of 53 years, Emily.

The congressman used these happenings as well as others—which he shares publicly in their entirety in his recently published memoir "Blessed Experiences"—as a foundation for selected points of his speech.

"The whole book is about the experiences I had growing up in South Carolina," he said, "many of which I can say

were not necessarily pleasant, but all were blessings."

The congressman told the audience that one of reasons his book is called *Blessed Experiences* is because, "I sincerely believe—and I say—that no matter who we may think we are, or what you may think you are, you can never be any more, nor will you be any less, than your experiences allow you to be."

"And growing up in South Carolina I grew up with a certain set of experiences," he continued. "I understand what it is to sleep three in a bed. I understand what it is to see your parents sit down at the kitchen table and try to balance their books. I know what it's like to play in your bathtub for the first time when it's out in the yard waiting to be installed."

Clyburn said these events are part of his very core. "I feel those experiences and I carry them with me every day when I walk to the floor in the House of Representatives," he said. "And when issues come before that body, I call upon those experiences when I have to make decisions about how to cast my vote."

Commenting on collective bargaining and the role of unions in America, the congressman said, "Working men and women built this country into what it is today. And it seems to me to be something beyond sanity for us to be considering [let alone] passing laws and putting into place rules and regulations that take away the rights of people to sit down at a table and to bargain collectively."

"The fact of the matter is I don't understand how it's okay for people to be members of chambers of commerce and collectively offer work on their behalf and then say it is wrong for workers sitting down and collectively making decisions about their futures," he continued. "So when issues come before that body (House) that threatens that (the right for workers to collectively bargain), I'm always going to be there—remembering my parents, my cousins, my aunts and uncles and the experiences that they have had—when I have to make those decisions."

The congressmen then told the audience about the absolute necessity of unity and commonality when confronting issues directly affecting them.

Changing his focus to wealth and income inequality, the congressman flatly stated, "We all know that that there is growing income inequality in this country. We just had the governor of my state propose that we raise the gasoline tax 10 or 15 cents and then offset it by reducing the income taxes by 10 or 15 percent. Something about that does not add up to me."

Clyburn described Capitol Hill (as it currently is constituted) as a less than desirable place to work. "Congress is not a pretty place right now...it's just not," he said. "When I first got there back in 1993, and even in 1994 when we were doing battle with Newt Gingrich, it was a fun place."

"It's not much fun when you know that you are almost powerless, when people are running roughshod over the powerless," he said. "And so when these issues come forward, you and I must keep the lines of communication open."

Clyburn closed by lauding the efforts of those present for working tirelessly to help make the American dream more attainable for all working people. "I thank you all for all you have done to support what I call a middle class economy," he said. "Supporting progressive programs for working men and women is what is going to keep us moving forward as a country. We cannot squeeze the middle class out of this formula and wake up one day and have a few people way at the top, a whole lot of people down on the bottom and nobody in the middle to balance it out."

"That is what our future will be unless we intervene and stop this pendulum from going too far to the right," he concluded.

## MTD at a Glance

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

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

The coverage on pages 10-14 (and some jumps on Page 20) reflects some of the happenings at this year's MTD executive board meeting, which took place Feb. 19-20 in Atlanta. Check out the MTD's website ([maritimetrades.org](http://maritimetrades.org)) for additional information about the department.



Robert Scardelletti  
President  
TCU



Ron Ault  
President  
Metal Trades Dept.



Jim Given  
President  
SIU of Canada



Roman Gralewicz  
President Emeritus  
SIU of Canada



Paul Doell  
President  
AMO



Gunnar Lundeberg  
President  
SUP



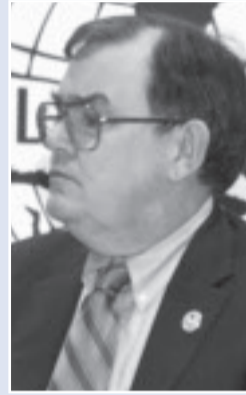
Anthony Poplawski  
President  
MFW



Ron Krochmalny  
President  
Michigan Port Council



John Baker  
President  
Cleveland Port Council



Daniel Duncan  
Secretary-Treasurer  
MTD



Scott Winter  
VP  
MTD



Augie Tellez  
Executive VP  
SIU



David Heindel  
Secretary-Treasurer  
SIU



MTD President Michael Sacco sounds the gavel officially ending the 2015 MTD Executive Board Meeting in Atlanta.



Nick Marrone  
VP West Coast  
SIU



Tommy Orzechowski  
VP Great Lakes  
SIU



Dean Corgey  
VP Gulf Coast  
SIU



Kermet Mangram  
VP, Govt. Services  
SIU



Joseph Soresi  
VP Atlantic Coast  
SIU



George Tricker  
VP Contracts  
SIU



Sito Pantoja  
General VP  
Machnists



Richard Lanigan  
VP  
OPEIU



Warren Fairley  
VP  
Boilermakers



Daniel Kane  
Secretary-Treasurer  
Mine Workers



Catina Sicoli  
Secretary-Treasurer  
SIU of Canada



Patrice Caron  
VP  
SIU of Canada



Bernie Hostein  
Asst. to President  
Steelworkers



Lynn Tucker  
VP  
Machnists



David Kolbe  
Political /Legislative  
Representative  
Iron Workers



Jack Hayn  
Asst. to President  
IUPAT



Steve Bertelli  
Secretary-Treasurer  
Bakery Workers

# Trumka: 'Cure for what Ails America is Raising Wages'

## Georgia AFL-CIO President also Addresses Maritime Trades Department

AFL-CIO President Richard Trumka has a seemingly simple approach to one of America's toughest challenges.

"The cure for what ails America right now is raising wages, and everything that we do, in one way or another, comes back to that very thing. If something raises wages, I'm for it. If something lowers wages, I'm against it," said Trumka.

Both he and Georgia AFL-CIO President Charlie Flemming brought messages of progress and recent victories for the labor movement when they spoke to the executive board of the Maritime Trades Department (MTD) in Atlanta. Fleming addressed the board Feb. 19 and Trumka spoke the next day.

Trumka said the federation's pro-worker efforts definitely aren't confined to union members.

"We're fighting to raise wages for every worker out there," he said, "and that fight takes many forms. It extends from our efforts to raise the minimum wage, to enact paid sick leave, to support investment for America's seaports and locks and docks and railways, to our opposition to bad trade deals and anti-Jones Act proposals that would endanger our country's waterways and further undercut the American middle class. The working class. Our class."

Later, he explained the dangers of a presidential power called fast track, the use of which has rarely been authorized by Congress and is currently being sought by President Barack Obama.

"Here's how fast track works," Trumka said. "The president's trade representative goes off in a dark room somewhere with people, comes back with an agreement, lays it down in front of Congress, and they have to vote it up or down. They can't filibuster it, they can't do anything but vote it up or down."

Without the chance to introduce amendments or take the time to review the agreement in detail, any number of bad bills could be passed simply because there wasn't adequate time for a detailed review, Trumka said.

He then broke down a complicated economic theory into easy-to-understand language.

"Raising wages spurs consumer spending, and remember, our economy is 72 percent driven by consumer spending," Trumka said. "And that spending increases demand. And whenever we have a demand increase, companies have to hire people to meet that demand. That's how raising wages creates a virtuous cycle of economic growth and shared prosperity."

Those simple principles are reflected in the AFL-CIO's "Common Sense Economics" program, a curriculum designed for



Richard Trumka  
President, AFL-CIO

working families to better understand that the state of the economy is not inevitable, but dictated by public policy. Spreading the Common Sense Economics message is important because, according to Trumka, too many people believe that the economy is fated and immutable.

"The economy is not like the weather," he said. "The economy is nothing but a set of rules, and those rules decide the winners and they decide the losers. And those rules are made by the men and the women who we elect and put in office. And those rules have been rigged against us for far too long."

Trumka also talked about the AFL-CIO's "Raising Wages" campaign, which kicked off on Jan. 7 with the National Summit on Raising Wages held at Gallaudet University. The campaign is poised to spread the message across the country, with smaller summits scheduled later this year in major cities including Atlanta, Philadelphia, St. Louis, San Diego, Minneapolis and Columbus, Ohio.

In conclusion, Trumka urged the crowd to continue the multi-faceted efforts aimed at boosting the quality of life for America's working families.

"When [opponents] tell you that we can't raise wages, you tell them that we can, and we will," the federation president stated. "When they tell you that we can't have good pensions and good health care, and good jobs, you tell them that we can, and we will. When they tell you that we can't have better Social Security or Medicare, you tell them that we can, and we will. When they tell you that we can't have better ports and harbors, and better roads and bridges, and a better rail system and electrical system, you tell them that we can, and



Charlie Flemming  
President, Georgia AFL-CIO

we will. When they tell you that we can't have stronger unions and more collective bargaining, you tell them that we can, and we will. When they tell you that our best years are somehow behind us, you tell them that our best years are still in front of us, for us and for our kids and for all the workers, and if they can't deliver that to us, get the hell out of the way. Because we're coming through, and we won't stop standing together, fighting together, voting together and winning together."

Flemming, a longstanding member of the MTD-affiliated International Association of Machinists (IAM), said Atlanta and its surrounding counties are experiencing a surge of new unionizing drives and employment opportunities for union members, thanks in part to the state labor federation's efforts. He also offered a candid look at some of the challenges facing Georgia's labor movement.

"As many of you know, Georgia is a red state. The Republican Party controls all facets of our government. And we've had some struggles," Flemming said, outlining how the most recent elections in the state were very close to favoring the pro-labor candidates, "Those were competitive races, for the first time in over a decade. We thought we had a decent shot at winning; we just didn't get enough folks out to vote."

He stressed the importance of ensuring that union members vote, noting that the some of the final tallies in Georgia on Election Day were separated by less than 200,000 votes. He also mentioned that there are 100,000 union members and family members across the state who are not registered to vote, which could have turned the tide in some of those close races.

Flemming said, "We have a lot of work to do, but it's possible to turn Georgia, and I honestly believe in 2016 that there's a real chance that a Democrat could win those races, or at least someone who supports workers."

The Georgia AFL-CIO recently proved that outreach and spreading the message can have great effect on a community. In order to encourage voters to pass a referendum that would extend public transportation lines to Clayton County, one of the most economically depressed counties in the region, the state federation teamed up with 24 environmental, religious, labor, and civil rights groups and started a grassroots campaign.

Flemming reported that the results of their outreach were impressive, as 74 percent of voters approved the ballot initiative on Nov. 4, with more citizens voting in favor of that transportation tax than for the governor or lieutenant governor. At a cost of a one-cent sales tax, the people of Clayton County voted to give themselves a chance to get better jobs in more affluent parts of the state, thanks in part to the Georgia AFL-CIO canvassing the county and increasing awareness of the approaching vote, Flemming said.

Meanwhile, as a 37-year veteran of the airline industry, Flemming said he is passionate about helping the flight attendants of Delta Airlines – all 20,000 of them – secure union representation. He also noted that nearly 12,000 of those flight attendants are based in Atlanta, and pledged that the Georgia AFL-CIO would do everything in their power to help those workers join a union.

Despite the tough political climate in his state, he talked about the recent increase in union contracts and projects that are underway in Georgia.

"We have two new stadiums being built here in Atlanta – a football stadium and a baseball stadium," he said. "The football stadium is costing \$1.4 billion; the baseball stadium will cost \$650 million. We're not getting all the work, but we are getting about 60 percent of it. We're deepening the ports down in Savannah, so there are good opportunities for growth down there, with our brothers and sisters who are longshoremen, as well as some of the truckers."

He also talked about the union jobs in one of Georgia's fastest growing industries, the film production industry. Atlanta has recently become the third largest production location in the country, with plenty of union job opportunities involved.

He concluded, "So, there are a lot of good things going on, and I think our future is bright. We just have to continue to plow the fields. There's a lot of opportunity."

## Maritime Administrator: U.S. Independence Demands Strong Merchant Marine

The head of the Maritime Administration (MARAD) said America's independence demands a strong U.S. Merchant Marine, including a viable U.S.-flag fleet.

U.S. Maritime Administrator Chip Jaenichen made that point during a Feb. 20 address to the executive board of the AFL-CIO's Maritime Trades Department (MTD) in Atlanta. He also vowed to continue fighting for the revitalization of the American-flag industry, and said he is counting on the MTD and other allies to keep supporting those efforts.

Jaenichen opened with a Thomas Jefferson quote from 1806, when the nation's

third president told Congress that America's "policies may be influenced by those who command our commerce."

"That statement is as true then as it is now," Jaenichen stated. "Ninety percent of all of our commerce is transported by ship, and we have a substantial reliance on foreign-flag vessels [including] vessels flying flags of convenience, which places our national sovereignty and our domestic maritime labor pool in an extremely vulnerable position."

Jaenichen, whose agency is part of the Department of Transportation, then described various declines in the maritime

industry before explaining how to reverse those trends. He said the nation's reliance on foreign-flag ships to deliver commercial cargo "has come at the expense of the U.S.-flag fleet and the U.S. Merchant Marine."

For instance, he noted, in the last three years the number of American-flag vessels operating in all types of international trade has fallen from 106 to 80. Sixty of the remaining ships are enrolled in the U.S. Maritime Security Program.

The industry also has experienced a downturn because of fewer preference



Chip Jaenichen  
U.S. Maritime Administrator

Continued on Page 20

## Gerton: Maritime Industry, Veterans are Good Match

“Those who have worn our nation’s uniform are exceptionally hard workers, and they are a great asset for any organization that will hire them. However, the maritime industry is a particularly great match for them, due to the teamwork, loyalty, and tenacity that they have and you need in your ranks.”

That message was delivered by U.S. Labor Department (DOL) Deputy Assistant Secretary for Veterans’ Employment and Training Service Teresa W. Gerton during her Feb. 20 address to the Maritime Trades Department (MTD) Executive Board’s 2015 winter meeting in Atlanta.

A former executive deputy to the Commanding General, U.S. Army Materiel Command, Gerton told those present that she does not claim to be an expert in matters concerning the maritime industry. Her background includes 28 years of service as both an active duty Army officer and a civilian member of the Senior Executive Service. She boasts a broad range of experience in all aspects of Defense resource and logistics management at various organizational levels, driving process efficiencies and optimizing information systems.

“I am a bit out of place on your agenda here, as I have probably the least maritime experience of anyone in the room,” Gerton said. “Despite my lack of waterborne experience, I am confident that we have a lot to talk about in regard to supporting your people and companies and keeping your industry growing, especially when it comes to hiring veterans.”

After acknowledging those in the audience who were either veterans or still serving in uniform, Gerton thanked them for their outstanding contributions to our nation.

Reflecting on her own career as a U.S. Army officer, the deputy secretary said she has had various assignments around the globe. “Everywhere I served, working conditions, units and individual missions were each different, and meaningful in their own way, but, professionalism and dedication to service were demonstrated on a daily basis, regardless of any hardship or challenge,” she said. “I’ve also seen firsthand that this dedication to service does not end with veterans once they hang up their uniform; it continues as they transition to civilian life.”

Focusing on the nation’s employment landscape as it pertains to veterans, Gerton said there is actually a lot of good news.

“Today, we are in the midst of a slow but steady economic recovery, and our nation’s unemployment rate continues to decline. It now stands at 5.7 percent, down from 6.6 percent during the same period last year,” she said. “The overall veteran unemployment rate is currently sitting at 5.3 percent, and continues to be below the national unemployment rate, but there are still groups of veterans who are experiencing higher rates of unemployment.”

However, veterans under the age of 25 face an extremely daunting challenge, she said. In January, their unemployment rate was 15.8 percent compared to the national unemployment rate for the 18-to-24-year-old non-veteran population of 12.2 percent.

Gerton said there is room for optimism, though: “I want you to know that regardless of their age, their length of service, or when they served, we at DOL are ready—working with groups like yours—to help all of our veterans achieve their career goals.”

Gerton also indicated she was pleased to witness the amount of outreach the MTD, its affiliates and the maritime industry in general have done in their efforts to hire veterans.

“I’ve been particularly impressed with the job fairs that the industry has been putting on in port cities around the country ... and would strongly encourage you to host more,” the deputy secretary said. “These are great venues for veterans to learn more about the opportunities you have available for them, and they give you a chance to meet current and future candidates.”

In addition to job fairs, Gerton said a network of nearly 2,500 American Job Centers—one in almost every community in the country—exists and stands ready to help the maritime industry locate veteran talent to complement its ranks. In these facilities, she said, veterans, and all American citizens, can receive employment preparation assistance and work with counselors to find the jobs in which they are interested.

The deputy secretary then briefed the audience on some exciting changes taking place in the veteran employment landscape. At the top was a new Department of Defense (DOD) authority that allows transitioning service members—who are within 180 days of discharge—to enter into full-time apprenticeships with employers.

Another change taking place is in the licensing and credentialing space for both service members and veterans, according



Teresa W. Gerton  
DOL Deputy Assistant Secretary for Veterans’ Employment and Training Service

the deputy secretary.

“DOD has been doing great work to ensure that their service members get credit towards commercial licenses and credentials in the industries related to those they are training and working in while in the military,” she said, “so many more service members are leaving the military with a recognized civilian credential or significant credit towards one.”

She added that her DOD colleagues are working specifically with the U.S. Coast Guard to fully consider military experience when granting licenses to merchant mariners.

Gerton told the audience that she recognized that this entire process is a challenge, especially in the transferring of security clearances between DOD and the Department of Homeland Security to facilitate the TWIC process. “The solution to that is above my pay grade,” she said, “but it is on my radar.”

Deputy Secretary Gerton then described the American Maritime Partnership-sponsored *Military to Maritime* program as a

great example of what industry can do by coming together and supporting the transition of our service members. (The SIU regularly has participated in the program.) She also lauded the great work being done by many MTD affiliates in the area of apprenticeships. Gerton specifically cited the International Brotherhood of Electrical Workers, and the International Union of Painters and Allied Trades. Both unions are conducting programs on military installations around the country to support transitioning service members.

“I hope that you will continue to invest in your efforts to find, recruit, and retain the best people to join your teams,” Gerton said. “Based on research we have been conducting, we now *know* what we had always *assumed*, which is that veteran employees are good for businesses, working harder for their teams, and staying longer on the job, than other employees. ... I really appreciate the opportunity to speak with you today, and am so impressed with the efforts you have already undertaken to find and bring veterans into the maritime industry.”

### Stotz: Union Funds Create Union Jobs

At the Maritime Trades Department’s executive board meeting on Feb. 19, Mike Stotz, the president of the AFL-CIO Investment Trust Corporation, presented a comprehensive breakdown of the many ways the AFL-CIO family of funds pays off, for both invest-



Mike Stotz  
President, AFL-CIO Investment Trust Corporation

tors and rank-and-file union members.

Stotz covered three programs: the AFL-CIO Building Investment Trust (BIT), the AFL-CIO Equity Index Fund, and the AFL-CIO Housing Investment Trust (HIT). Each helps out union members in very different but equally important aspects of their life, he said.

The BIT is an investment program that makes real estate investments to generate competitive income and long-term capital appreciation, while protecting investors’ capital and providing retirement security for union members. The BIT accomplishes this while simultaneously creating new union jobs throughout the country.

Stotz said, “Since the recession, the BIT has invested in 15 projects across America, totaling over \$1.6 billion in new development costs. It is estimated that these projects collectively will create 16.1 million hours of union construction work by completion. Additionally, BIT projects, once completed, are maintained and serviced by the union, creating long-lasting union jobs.”

The AFL-CIO Equity Index Fund is a collective investment fund available

*Continued on Page 20*

### Expression of International Solidarity



SIU of Canada President Jim Given (left) presents AFL-CIO President Richard Trumka with a T-shirt promoting the international fight to protect Canadian maritime jobs (among others) by turning back the proposed Canadian-European Union Comprehensive Economic Trade Agreement (CETA). Given provided a detailed update to the MTD board on Feb. 19. Trumka spoke to the group the next day, and he commended Given’s leadership while pledging the federation’s ongoing support.

## April & May 2015 Membership Meetings

Piney Point.....	Monday: April 6, May 4
Algonac.....	Friday: April 10, May 8
Baltimore.....	Thursday: April 9, May 7
Guam.....	Thursday: April 23, May 21
Honolulu.....	Friday: April 17, May 15
Houston.....	Monday: April 13, May 11
Jacksonville.....	Thursday: April 9, May 7
Joliet.....	Thursday: April 16, May 14
Mobile.....	Wednesday: April 15, May 13
New Orleans.....	Tuesday: April 14, May 12
Jersey City.....	Tuesday: April 7, May 5
Norfolk.....	Thursday: April 9, May 7
Oakland.....	Thursday: April 16, May 14
Philadelphia.....	Wednesday: April 8, May 6
Port Everglades.....	Thursday: April 16, May 14
San Juan.....	Thursday: April 9, May 7
St. Louis.....	Friday: April 17, May 15
Tacoma.....	Friday: April 24, May 22
Wilmington.....	Monday: April 20, May 18

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



"One short shift, 2 no shifts, and 3 surprise shifts. This week has shifted me to a... let's organize a union shift."



## Dispatchers' Report for Deep Sea

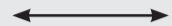
February 9, 2015 - March 15, 2015

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
<b>Deck Department</b>										
Algonac	12	2	1	5	5	0	0	52	18	5
Anchorage	1	2	1	1	2	0	0	3	2	1
Baltimore	3	2	0	4	1	2	0	6	3	4
Fort Lauderdale	12	11	3	19	13	3	8	22	16	2
Guam	3	1	0	2	1	0	0	6	4	0
Harvey	5	2	1	8	1	1	3	14	4	0
Honolulu	13	10	0	8	1	0	0	18	13	1
Houston	68	24	3	46	13	0	16	100	24	7
Jacksonville	49	20	0	30	10	1	9	82	32	3
Jersey City	50	16	0	32	15	1	17	68	23	1
Joliet	6	1	0	4	1	0	1	14	3	3
Mobile	9	4	1	5	1	0	3	20	8	1
Norfolk	13	19	1	12	13	2	6	20	29	0
Oakland	25	12	0	19	5	0	10	37	10	0
Philadelphia	3	4	0	2	2	0	2	9	3	1
Piney Point	1	0	1	1	0	0	0	2	2	1
Puerto Rico	7	9	0	3	3	0	2	20	9	0
Tacoma	37	16	3	33	9	0	11	66	20	7
St. Louis	9	2	0	3	0	0	0	6	5	0
Wilmington	36	22	5	24	7	1	6	61	32	5
<b>TOTALS</b>	<b>362</b>	<b>179</b>	<b>20</b>	<b>261</b>	<b>103</b>	<b>11</b>	<b>94</b>	<b>626</b>	<b>260</b>	<b>42</b>
<b>Engine Department</b>										
Algonac	2	3	0	0	1	0	0	11	11	0
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	3	8	0	3	4	0	1	5	8	0
Fort Lauderdale	7	6	0	3	5	0	1	16	10	1
Guam	0	2	1	0	0	0	0	0	2	1
Harvey	1	3	0	2	1	0	1	2	4	0
Honolulu	9	5	1	6	1	0	0	18	9	1
Houston	19	7	0	10	5	0	8	28	10	0
Jacksonville	22	12	3	24	12	1	13	29	29	4
Jersey City	19	12	3	10	10	1	6	28	13	2
Joliet	2	1	0	0	0	0	0	8	5	1
Mobile	3	4	0	6	5	0	2	6	3	0
Norfolk	13	13	0	6	8	0	3	25	17	0
Oakland	10	4	0	7	1	0	1	25	8	1
Philadelphia	2	1	0	4	0	1	2	3	1	0
Piney Point	1	3	0	0	1	0	1	1	5	0
Puerto Rico	6	2	3	1	1	1	0	7	7	3
Tacoma	15	3	1	9	7	1	3	26	9	2
St. Louis	2	0	0	0	1	0	0	3	0	0
Wilmington	10	12	0	4	8	0	4	23	13	0
<b>TOTALS</b>	<b>147</b>	<b>101</b>	<b>12</b>	<b>95</b>	<b>71</b>	<b>5</b>	<b>46</b>	<b>265</b>	<b>164</b>	<b>16</b>
<b>Steward Department</b>										
Algonac	4	0	0	2	0	0	1	8	3	0
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	1	1	0	1	1	0	1	1	1	0
Fort Lauderdale	9	2	1	5	2	0	1	15	1	2
Guam	1	1	0	1	1	0	0	2	1	0
Harvey	3	1	1	2	2	0	1	7	2	1
Honolulu	12	2	0	12	3	0	4	23	3	0
Houston	30	4	1	18	5	0	9	43	7	2
Jacksonville	16	10	1	13	3	0	7	27	12	2
Jersey City	25	5	1	15	3	0	5	36	6	1
Joliet	0	2	0	0	0	0	0	2	3	1
Mobile	3	1	3	4	1	1	2	5	0	1
Norfolk	18	10	2	8	8	1	6	24	19	3
Oakland	22	9	2	18	4	0	3	29	7	3
Philadelphia	0	0	1	2	0	0	0	1	1	1
Piney Point	2	3	1	3	0	0	0	5	4	1
Puerto Rico	2	2	0	1	1	0	0	2	3	0
Tacoma	14	1	1	10	2	0	3	24	3	3
St. Louis	2	2	0	0	2	0	0	3	3	0
Wilmington	30	3	1	16	3	0	7	42	7	1
<b>TOTALS</b>	<b>194</b>	<b>60</b>	<b>16</b>	<b>131</b>	<b>41</b>	<b>2</b>	<b>50</b>	<b>299</b>	<b>87</b>	<b>22</b>
<b>Entry Department</b>										
Algonac	2	5	4	1	3	0	0	8	34	13
Anchorage	0	0	0	0	1	0	0	0	0	0
Baltimore	0	1	1	0	3	1	0	0	3	1
Fort Lauderdale	1	7	0	2	3	1	0	2	7	1
Guam	0	1	0	0	1	1	0	0	2	0
Harvey	0	1	0	0	1	1	0	2	0	2
Honolulu	1	9	6	0	3	4	0	1	15	13
Houston	3	12	4	2	10	1	1	8	29	8
Jacksonville	3	13	4	2	7	6	0	3	20	18
Jersey City	3	12	5	2	13	3	2	6	31	7
Joliet	0	2	0	0	0	0	0	0	7	1
Mobile	0	4	1	1	1	0	0	1	5	3
Norfolk	2	23	9	1	10	3	3	2	37	31
Oakland	1	14	5	1	11	1	3	1	17	8
Philadelphia	0	0	0	0	1	0	1	0	0	1
Piney Point	0	0	3	0	0	1	0	0	0	3
Puerto Rico	0	0	0	0	0	0	0	1	0	0
Tacoma	4	6	2	2	4	0	2	5	17	18
St. Louis	0	0	0	0	0	0	0	0	2	0
Wilmington	3	11	7	1	7	5	0	6	30	25
<b>TOTALS</b>	<b>23</b>	<b>121</b>	<b>51</b>	<b>15</b>	<b>79</b>	<b>28</b>	<b>12</b>	<b>46</b>	<b>256</b>	<b>153</b>
<b>GRAND TOTAL:</b>	<b>726</b>	<b>461</b>	<b>99</b>	<b>502</b>	<b>294</b>	<b>46</b>	<b>202</b>	<b>1,236</b>	<b>767</b>	<b>233</b>

## Seafarers International Union Directory

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(301) 899-0675

### ALGONAC

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(810) 794-4988

### ANCHORAGE

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(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

1730 Jefferson St., Houston, TX 77003  
(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

### JERSEY CITY

104 Broadway, Jersey City, NJ 07306  
(201) 434-6000

### NORFOLK

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

### OAKLAND

1121 7<sup>th</sup> 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

Responding to this month's question were six members who are attending upgrade training at the Paul Hall Center.

**Question: As a merchant mariner, is it important to upgrade your skills? If, so, why?**



**Lorenzo Finley**  
*Oiler*

I've been sailing for two years and am home-ported in Mobile, Alabama. Upgrading is very important to the career of a seafarer due to the demand for quality and qualified individuals in the industry. With the advancing technological changes in the industry, it's a must for a seafarer wanting to advance his or her career to upgrade as much as possible to be qualified for those changes. The apprenticeship program here at Piney Point provides the gateway to a promising future for those who take advantage of the classes given here at the school.



**Eric Waters**  
*Oiler*

I sail out of the port of Baltimore and am enrolled in the FOWT course. Yes, upgrading is important. Any successful career consists of progression. Upgrading is the key to that progress. If you learn more you'll earn more, so utilize the tools available to advance your future. I've been sailing for two years.



**Kenneth Hardy**  
*AB*

I sail out of the port of Jacksonville, Florida, and have been going to sea for about two years. I feel that it is important to upgrade your skills because it gives you the opportunity to grow in the industry. It also gives individuals coming into the industry a chance at good job opportunities.



**Nicole Donald**  
*AB*

Yes, it's very important to upgrade your skills in this industry or in every other aspect of your life. The maritime industry is growing fast and in constant change. The only way to be a contender in this field is by upgrading. Upgrading is a crucial way to stay relevant regardless of your department or rating. I've been sailing since 2013 and ship out of the port of Jacksonville, Florida. Not only is it my home port, it is my hometown; I was born and raised there.



**Frank Harris**  
*Oiler*

I feel that upgrading is a very important part of our careers as Seafarers. Upgrading gives us the opportunity to enhance our skills and broaden our knowledge in our departments. It also opens up more job opportunities for us; and in my eyes that means more money! I've been with the SIU for two years and sail out of the port of Jacksonville, Florida.



**David Dingman**  
*SA*

My home port is Oakland, California, and I have been sailing for three years. It is absolutely critical to upgrade your skills. First of all, it will enable you to get better jobs; you don't have to worry about fighting it out with people who have fewer skills than you. The other reason is that it demonstrates that you have the ambition to get better jobs and have a better career. We need people in this union who want to upgrade, succeed and do a better job in their particular departments.

## Pic From The Past



This 1983 snapshot shows Seafarer Larry Marcantonio riding a dip net from the *Little Ida* "across the net filled with pogies, to the fish-laden deck of the *Ida and Joseph*." He and the other men in the photo were members of the Atlantic Fishermen's Union before it merged into the SIU in 1980.

*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](mailto: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

### BENEDICT BORN

Brother Benedict Born, 59, started sailing with the SIU in 1976. He was initially employed in the inland division on an Orgulf Transport Company vessel. Brother Born is a Houston native who shipped in the deck department. He upgraded on three occasions at the maritime training center in Piney Point, Maryland. His most recent ship was the *Cape Island*. Brother Born is a resident of Shelton, Washington.



### EMIL BROOKS

Brother Emil Brooks, 62, began sailing with the Seafarers in 2003. He was first employed on the *Chelsea*. The steward department member attended classes in 1999 at the Paul Hall Center in Piney Point, Maryland. Brother Brooks' last ship was the *Cape May*. He lives in Dorchester, Massachusetts.



### DOMINIC BRUNAMONTI

Brother Dominic Brunamonti, 63, donned the SIU colors in 1978. He originally shipped in the Great Lakes division on the *Detroit Edison*. Brother Brunamonti enhanced his skills often at the union-affiliated maritime training center. He sailed in the deck department. Brother Brunamonti's most recent trip was aboard the *PFC Dwayne T. Williams*. He calls Tacoma, Washington, home.



### OLIVER CELESTIAL

Brother Oliver Celestial, 67, joined the union in 1997. The engine department member's first trip was aboard the *Independence*. Brother Celestial upgraded in 2000 at the Paul Hall Center. His most recent trip was on the *Ocean Giant*. Brother Celestial was born in the Philippines and makes his home in Houston.



### MICHAEL GILLELAND

Brother Michael Gilleland, 66, became a Seafarer in 1986 in the port of Honolulu. The California native enhanced his skills in



### MAURICE HETRICK

Brother Maurice Hetrick, 65, signed on with the SIU in 1991. The deck department member first sailed on the *Sealift Artic*. Brother Hetrick upgraded on three occasions at the maritime training center in Piney Point, Maryland. His last ship was the *Ocean Atlas*. He resides in Williamsport, Indiana.



### WILLIAM HORTON

Brother William Horton, 66, started shipping with the union in 1990. He initially sailed aboard the *1st Lt. Jack Lummas*. Brother Horton worked in the deck department and concluded his career on the *Comet*. He attended classes frequently at the Piney Point school. Brother Horton settled in Bellflower, California.



### ALDWYN KEITH

Brother Aldwyn Keith, 77, donned the SIU colors in 2007. He originally sailed aboard the *Pride of Hawaii*. Brother Keith was born in Trinidad and shipped in the engine department. His most recent trip was on the *Integrity*. Brother Keith is a resident of Baltimore.



### PETER KOUCKY

Brother Peter Koucky, 65, began sailing with the Seafarers in 1986. He first shipped aboard the *USNS Des-teiguer*. Brother Koucky was born in Austria. In 2002, the deck department member upgraded at the SIU-affiliated school. Brother Koucky's most recent voyage was on the *Intrepid*. He lives in Reno, Nevada.



### JOHN LEWIS

Brother John Lewis, 69, be-

came an SIU member in 1972. His first voyage was aboard the *OMI Missouri*. Brother Lewis sailed in all three departments. He attended classes in 2001 at the Piney Point school. Brother Lewis most recently worked on the *Lawrence Gianella*. He was born in New Orleans and continues to call Louisiana home.



### SJAMSIDAR MADJIDJI

Brother Sjamsidar Madjidji, 64, first donned the SIU colors in 1979. He was initially employed aboard the *Delta America*. Brother Madjidji upgraded on numerous occasions at the Seafarers-affiliated school in Piney Point, Maryland. He last sailed on the *Carat*. Brother Madjidji, who sailed in all three departments, is a resident of Elmhurst, New York.

### JORGE ROSARIO

Brother Jorge Rosario, 72, joined the National Maritime Union before the SIU/NMU merger of 2001. He makes his home in Hialeah, Florida.



### ABIGAIL SCHUBERT

Sister Abigail Schubert, 72, signed on with the union in 2000. She first sailed aboard the *Patriot*. In 1975 and 1982, Sister Schubert took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. She last shipped with Patriot Contract Service, as a steward department member. Sister Schubert calls Keaau, Hawaii, home.

### WILLIAM SIMMONS

Brother William Simmons, 62, started sailing with the Seafarers in 1970. He initially worked with HVIDE Marine. Brother Simmons shipped in the steward department. He enhanced his skills frequently at the Paul Hall Center. Brother Simmons was most recently employed on the *Yorktown Express*. He resides in Call, Texas.



### FRANCISCO SOARES

Brother Francisco Soares, 69, joined the SIU ranks in 2001 when the NMU merged into the Seafarers



International Union. He lives in Reno, Nevada.

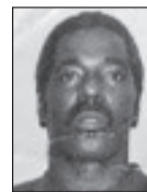
### BEVERLY STEVENS

Sister Beverly Stevens, 75, began her seafaring career in 2001. She originally sailed aboard the *Patriot*. Sister Stevens was a steward department member and also attended classes at the Paul Hall Center in 2001 and 2006. Her most recent ship was the *Observation Island*. Sister Stevens is a resident of Waianae, Hawaii.



### ROBERT STEVENSON

Brother Robert Stevenson, 65, became an SIU member in 1988. He upgraded in 2002 at the Piney Point school. Brother Stevenson's first ship was the *Robert E. Lee*; his most recent was the *Liberty Glory*. He sailed in the deck and engine departments and now makes his home in New Orleans.



### LINTON TAYLOR

Brother Linton Taylor, 76, donned the SIU colors in 1969. His first voyage was aboard the *Steel Scient*. Brother Taylor was a steward department member. His final trip was on the *Cape Benton*. Brother Taylor is a resident of Seattle.

### JOSE VILLOT-RIVERA

Brother Jose Villot-Rivera, 65, was born in Ponce, Puerto Rico. He started his seafaring career in 1979. Brother Villot-Rivera initially worked aboard the *Humacao*. The engine department member enhanced his skills in 2010 at the union-affiliated school. Brother Villot-Rivera most recently shipped on the *Horizon Navigator*. He continues to live in Puerto Rico.



## INLAND

### MARCIAL AVILA

Brother Marcial Avila, 62, joined the union in 1998. He first shipped in the deep sea division aboard the *Independence*. Brother Avila sailed in both the steward and deck departments. His final trip was



with Intrepid Personnel & Provisioning. Brother Avila upgraded on numerous occasions at the Paul Hall Center. He was born in Honduras and now makes his home in Houston.

### ROBERT BERGMANN

Brother Robert Bergmann, 59, began shipping with the union in 1981. He originally sailed on a Higman Barge Lines vessel. Brother Bergmann enhanced his skills often at the Piney Point school. His most recent vessel was the *Innovation*. Brother Bergmann lives in Vidor, Texas.

### ALVIN MOORE

Brother Alvin Moore, 56, became an SIU member in 1979 in Piney Point, Maryland. He first shipped with Dixie Carriers. Brother Moore was born in Fort Lauderdale, Florida, and sailed in the deck department. He frequently took advantage of educational opportunities available at the Paul Hall Center. Brother Moore most recently worked with Penn Maritime Inc. Brother Moore calls Ringgold, Georgia, home.



### EDWARD RITTENHOUSE

Brother Edward Rittenhouse, 67, was born in Norfolk, Virginia. He joined the union in 1998 and originally sailed with McAllister Towing of Virginia. In 2002 and 2004, Brother Rittenhouse attended classes at the maritime training center. He worked in the deck department and settled in Wicomico Church, New Jersey.

### VICTOR RIVERA-CAMACHO

Brother Victor Rivera-Camacho, 62, started sailing with the SIU in 1976. He was primarily employed with Crowley Puerto Rico Services as a member of the deck department. Brother Rivera-Camacho resides in Levittown, Puerto Rico.

## GREAT LAKES

### CHARLES WALLACE

Brother Charles Wallace, 63, signed on with the SIU in 1997 in Detroit. He primarily worked with Luedtke Engineering Company as a deck department member. Brother Wallace was born in Frankfort, Michigan. He attended classes at the union-affiliated school in 2001 and 2011. Brother Wallace continues to reside in Michigan.



# Final Departures



## DEEP SEA

### JAMES BREWER

Pensioner James Brewer, 84, passed away September 5. He became an SIU member in 1967. Brother Brewer initially worked aboard the *Cantigny*. He was born in Simpson, Louisiana, and sailed in the engine department. Brother Brewer's final trip to sea was on the *Falcon Princess*. He retired in 1989 and made his home in Louisiana.

### JEAN CICCONARDI

Pensioner Jean Cicconardi, 88, died June 11. He started sailing with the Seafarers in 1960. The engine department member's first voyage was with Ore Navigation Corporation. Brother Cicconardi was a native of France. His last ship was the *Pride of Texas*. Brother Cicconardi became a pensioner in 1987 and continued to live in France.



### RAY GARCIA

Pensioner Ray Garcia, 69, passed away August 27. He joined the union in 1978 in San Francisco. Brother Garcia was a member of the steward department. He first sailed with Interocean American Shipping. Brother Garcia concluded his career on the *Ewa*. He began receiving his pension in 2010 and called Fullerton, California, home.



### LARRY HARRIS

Pensioner Larry Harris, 66, died August 19. Brother Harris began his seafaring career in 1977. He was originally employed on the *Mayaguez*. Brother Harris was born in California and shipped in the engine department. His last ship was the *Oakland*. Brother Harris went on pension in 2004 and was a resident of Concord, California.



### TERRY LINYEAR

Brother Terry Linyear, 53, passed away July 14. Brother Linyear joined the SIU ranks in 1981. He initially sailed on a vessel operated by CSX Lines. Born in Norfolk, Virginia, Brother Linyear was a member of the deck department. His final ship was the *Horizon Pacific*. Brother Linyear resided in Tacoma, Washington.

### LUCAS MARTINEZ

Pensioner Lucas Martinez, 86, died September 13. Brother Martinez signed on with the SIU in 1977. He initially sailed with Cove Shipping Company. Brother Martinez was born in Honduras. The steward

department member concluded his career aboard the *Cape Flattery*. Brother Martinez became a pensioner in 1996 and lived in New Orleans.



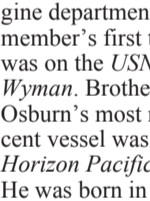
### ROBERT MEALOR

Pensioner Robert Mealor, 75, passed away September 4. He began sailing with the union in 1964. Brother Mealor's first ship was operated by Laurence Steamship Company; his last was the *Humacao*. The engine department member retired in 1994 and called Jacksonville, Florida, home.



### JESSE MELTON

Pensioner Jesse Melton, 95, died July 29. Brother Melton donned the SIU colors in 1944 in Philadelphia. At the start of his career, he sailed with Interocean American Shipping. Brother Melton shipped in the engine department. His final vessel was the *Pacer*. Brother Melton went on pension in 1984 and made his home in San Francisco.



### JOHN OSBURN

Brother John Osburn, 57, passed away July 4. He joined the union in 1987. The engine department member's first trip was on the *USNS Wyman*. Brother Osburn's most recent vessel was the *Horizon Pacific*. He was born in Alameda, California. Brother Osburn lived in Bremerton, Washington.



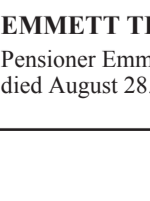
### ERNESTO RAMIREZ

Pensioner Ernesto Ramirez, 87, died September 22. He began sailing with the union in 1960. Brother Ramirez first sailed aboard the *San Marino*. He was a member of the deck department. Brother Ramirez's final trip was on the *Nedlloyd Holland*. He started collecting his retirement compensation in 1991 and was a resident of Houston.



### GILBERT TEDDER

Pensioner Gilbert Tedder, 82, passed away August 18. He joined the SIU in 1990. Brother Tedder first shipped aboard the *Ranger*. The engine department member's final ship was the *Richard G. Matthiesen*. He began receiving his pension in 2003 and called Grand Bay, Louisiana, home.



### EMMETT THOMPSON

Pensioner Emmett Thompson, 79, died August 28. Brother Thompson

originally shipped in the inland division, including voyages with G&H Towing in 1962. He worked in the deck department. Brother Thompson last sailed aboard the *Santa Maria*. He went on pension in 1988 and made his home in California.

### JUAN TIZON

Pensioner Juan Tizon, 68, passed away September 7. He was born in Manila, Philippines. Brother Tizon started shipping with the Seafarers in 2002. His first vessel was the *Overseas New York*. He last sailed aboard the *Horizon Kodiak*. Brother Tizon sailed in the deck department. He retired in 2014 and resided in Tacoma, Washington.



### THOR WAAGSBO

Pensioner Thor Waagsbo, 73, died August 13. He started shipping with the union in 1967. Brother Waagsbo's first ship was the *Penn Carrier*; his last was the *Defender*. He worked in the deck department. Brother Waagsbo continued to live in his native country, Norway.



### AUBREY WATERS

Pensioner Aubrey Waters, 86, passed away October 30. Born in Alabama, Brother Waters donned the SIU colors in 1959. His first trip was aboard the *Arizpa*. Brother Waters was a member of the deck department. His last ship was the *Capricorn*. Brother Waters retired in 1994 and made his home in Pell City, Alabama.



## INLAND

### CHARLES BRANNON

Pensioner Charles Brannon, 85, died August 27. He signed on with the union in 1980. Brother Brannon primarily worked aboard Allied Transportation Company vessels. He worked in the steward department. Brother Brannon retired in 1992 and resided in Plymouth, North Carolina.



### MARIO GRIMALDI

Pensioner Mario Grimaldi, 85, passed away September 11. He started sailing with the union in 1983. The engine department mem-



ber mainly worked with New York Cross Harbor Railroad. Brother Grimaldi was born in Italy. He began collecting his pension in 1993. Brother Grimaldi made his home in New York.

### AARON HEBERT

Pensioner Aaron Hebert, 85, died May 30. He joined the SIU in 1971. Brother Hebert was originally employed with National Marine Services as a member of the deck department. He last sailed aboard a vessel operated by Dixie Carriers. Brother Hebert went on pension in 1992 and called Houma, Louisiana, home.



## GREAT LAKES

### TERRY ARLT

Pensioner Terry Arlt, 55, passed away August 30. Born in Alpena, Michigan, Brother Arlt joined the SIU in 1990. He first worked on the *Paul H. Townsend*. Brother Arlt sailed in the deck department, and he most recently shipped aboard the *Walter J. McCarthy*. Brother Arlt retired in 2014 and resided in Silver Springs, Florida.



### ROBERT BURTON

Pensioner Robert Burton, 84, died September 20. He became a union member in 1961. Brother Burton initially worked for Merritt-Chapman & Scott. He sailed in both the inland and Great Lakes divisions. Prior to his retirement in 1992, Brother Burton was employed with Luedtke Engineering Company. He lived in Brimley, Michigan.



### JOHN COVEYOU

Pensioner John Coveyou, 97, passed away September 25. Brother Coveyou signed on with the SIU in 1964. He originally sailed with Mackinac Transportation Company. The deck department member was born in St. Ignace, Michigan. Brother Coveyou's last ship was the *Chief Wawatam*. He began receiving his pension in 1982 and settled in Brevort Township, Michigan.



### JOHN KELLEY

Pensioner John Kelley, 81, died July 25. Born in Illinois, Brother Kelley started working with the SIU in 1977. He was first employed with Michigan

Interstate Railway as a member of the engine department. Brother Kelley's final ship was the *St. Clair*. He retired in 1998 and made his home in Sanderson, Florida.



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

### MOHAMED ADHAM

Pensioner Mohamed Adham, 93, passed away September 24. Brother Adham was born in Egypt. He became a pensioner in 1972 and lived in Wakefield, Rhode Island.

### WILBANKS JOHNSON

Pensioner Wilbanks Johnson, 88, died September 27. Brother Johnson, a native of Alabama, began collecting his pension in 1967. He resided in Mobile, Alabama.

### BONIFACIO MARTINEZ

Pensioner Bonifacio Martinez, 94, passed away July 22. He was born in Honduras. Brother Martinez went on pension in 1987. He continued to live in Honduras.

### ANTONIO MONTEIRO

Pensioner Antonio Monteiro, 77, died September 21. Brother Monteiro was born in Cape Verde. He retired in 2003 and was a resident of Pawtucket, Rhode Island.

### CLYDE MOORE

Pensioner Clyde Moore, 88, passed away September 4. Born in Philadelphia, Brother Moore became a pensioner in 1972. He still called Pennsylvania home.

### BAIN REDDOCH

Pensioner Baine Reddoch, 87, died August 27. Brother Reddoch was born in Taylorsville, Mississippi. He retired in 1994 and continued to reside in Mississippi.

### ROBERTO RODRIGUEZ

Pensioner Roberto Rodriguez, 80, passed away September 4. Brother Rodriguez was a native of Ponce, Puerto Rico. He started receiving his retirement pay in 1995. Brother Rodriguez continued to make his home in Puerto Rico.

### LLOYD SYRE

Pensioner Lloyd Syre, 74, died August 30. Brother Syre was born in Brooklyn, New York. He began receiving his pension in 2005. Brother Syre lived in Fort Myers, Florida.

Name	Age	DOD
Cruz, John	88	Sept. 1
Davis, Jim	75	Sept. 16
Henderson, William	85	Sept. 17
Labaczewski, Joseph	87	Sept. 6
Mehaffey, James	66	June 30
Parsons, George	91	Sept. 6
Widen, Eugene	87	Aug. 11

# 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.

**OVERSEAS NEW YORK** (OSG Ship Management), January 1 – Chairman **John D. Cedeno**, Secretary **Judi L. Chester**, Educational Director **Kenneth D. Spivey**, Deck Delegate **Damon Johnson**, Steward Delegate **Larry Bachelor**. Chairman reminded mariners to keep documents current and contribute to SPAD (Seafarers Political Activity Donation) He thanked steward department for excellent Christmas dinner. Educational director encouraged all members to take advantage of upgrading opportunities available at the Paul Hall Center in Piney Point, Maryland. Treasurer reported \$2,000 in ships fund. No beefs or disputed OT reported. Suggestions were made regarding medical and vacation benefits. Request was made for crew members to have TVs and refrigerators in their rooms. Next port: Port Everglades, Florida.

**ALASKAN EXPLORER** (Alaska Tanker Company), January 5 – Chairman **Sanjay Gupta**, Secretary **John Huyett**, Educational Director **Winfred Opore**, Deck Delegate **Jesse Mixon**, Engine Delegate **Tristan Brand**, Steward Delegate **David Vaughn**. Chairman thanked steward department for outstanding holiday meals and great service overall. Educational director addressed course availability at SIU-affiliated school in Piney Point, Maryland. No beefs or disputed OT reported. Crew discussed wellness program and requested additional bottled water and juices as replacements for soda. Next ports: Long Beach, California; and Cherry Point, Washington.

**SGT MATEJ KOCAK** (Keystone Shipping), January 14 – Chairman **James D. Orlando**, Secretary **Thomas E. Johnson**, Educational Director **Mario J. Delacruz**, Deck Delegate **Curtrina Duck**, Steward Delegate **Kirk Fisher**. Bosun thanked crew members for working in a professional manner. Educational director encouraged everyone to enhance skills at the maritime training center in Piney Point, Maryland. Treasurer stated he was trying to get crew WiFi. No beefs or disputed OT reported. Request was made for reimbursement of work boots and to supply new mattresses. Mariners recommended changes to medical eligibility requirements.

**INTREPID** (Maersk Line, Limited), January 17 – Chairman **Hussein Mohamed**, Secretary **Rudy Lopez**, Educational Director **Andrew Linares**, Engine Delegate **Peter Gonda**. Chairman discussed various renewals. Secretary explained some investment options for Seafarers Money Purchase Pension Plan and Seafarers 401(k) Plan, respectively. Educational director encouraged fellow mariners to upgrade at Piney Point. No



## Wheeler Mariners Help Raise Funds for Cancer Association

The SIU-crewed *USNS VADM K.R. Wheeler* in February deployed one of the vessel's two lighter amphibious resupply cargo (LARC) crafts (shown in both photos) as part of a scheduled exercise. Students from the Brilliant Star Montessori School came to watch the LARC drive up the old seaplane ramp in Saipan. With the students in the group photo are Capt. Robert Rochford, commander of Maritime Prepositioning Ships Squadron 3; ENS Janine Walsh, MPSRON 3; Rick Bower, DS-2 mission specialist, *USNS Wheeler*; First Assistant Engineer Frank Celino; Captain John Mansfield, master on the *USNS Wheeler*; Chief Engineer Patrick Yarbrough; AB Brian Frederick; and Second Assistant Engineer Christopher Blouch. The *Wheeler's* crew and officers in February also co-hosted a fundraiser in Saipan for the Commonwealth Cancer Association. The *USNS Wheeler* is operated for the Military Sealift Command by TOTE Services, Inc.



beefs or disputed OT reported. Crew noted *Seafarers LOG* is available on SIU website. Crew requested increased pension benefit and asked for direct deposit of vacation checks. Next port: Oakland, California.

**JEAN ANNE** (TOTE Services), January 19 – Chairman **Daniel Davenport**, Secretary **Sam Sinclair**, Educational Director **Martin Hamilton**, Deck Delegate **Billy Cooley**. Crew still seeking additional information on STCW requirements that begin in 2017. Chairman urged everyone to stay on top of renewals and make sure your hall has copies of all current records, documents, certificates, etc. He urged continued support of SPAD, the union's voluntary political action fund, especially in light of recent fights to protect the Jones Act. Educational director asked about having hardship clauses put in place for dire cases so money can be withdrawn from Seafarers Money Purchase Pension Plan. He also asked to go back to one physical per year. No beefs or disputed OT reported. Crew commended work of steward department. Crew members are downloading *Seafarers LOG* from SIU website each month, as this provides a more timely delivery.

**OVERSEAS MYKONOS** (OSG), January 18 – Chairman **Charles Foley**, Secretary **Sedell Reynolds**, Educational Director **Joseph Jacobs**, Deck Delegate **Nelson Montoya**, Engine Delegate **Wayne Watts**. Chairman touched on upcoming schedule and reminded crew to have rooms clean and linens ready. Secretary reminded mariners to keep latches on refrigerator doors. Educational director encouraged everyone to keep all documents and paperwork up-to-date. No beefs or disputed OT reported. Crew asked for increased vacation benefits and shipboard internet service. They suggested change in eligibility requirement for medical coverage.

**MAERSK PITTSBURGH** (Maersk Line, Limited), January 29 – Chairman **Domingo Leon**, Secretary **Darryl Goggin**, Educational Director **Jan Morawski**, Steward Delegate **Stanford Drakes**. Crew awaiting response from union concerning question about QMED or wiper. Chairman thanked crew for safe voyage. Secretary reminded departing crew members to make sure rooms are clean and leave fresh linens. Educational director encouraged everyone to keep MMC and TWIC up-to-date. No beefs

or disputed OT reported. Crew said they're still waiting for transformers for some rooms. Votes of thanks given to all three departments. Crew asked for increased pension benefits, guaranteed OT, more vacation days and a return to old eligibility rules for medical coverage. Next port: Charleston, South Carolina.

**LIBERTY EAGLE** (Liberty Maritime), February 1 – Chairman **Timothy D. Koebel**, Secretary **George Quinn**, Deck Delegate **Albert Konning**, Engine Delegate **Antonio Martinez**, Steward Delegate **Evan Sawyer**. Chairman announced payoff in Orange, Texas, on February 4. Members were urged to keep up with requirements for their USCG medical certificate. No beefs or disputed OT reported. Suggestion was made pertaining to the vacation plan and medical benefits requirements. Next port: Orange, Texas.

**SULPHUR ENTERPRISE** (Sulphur Carriers), February 5 – Chairman **Leslie Jacobs**, Secretary **Earl Castain**, Steward Delegate **Manes Sainvil**. Chairman reported smooth sailing and safe voyage. Secretary received communication from union headquarters concerning fight to preserve Jones

Act; issue was discussed. No beefs or disputed OT reported. Shipboard plumbing issues are being rectified.

**PHILADELPHIA EXPRESS** (Crowley), February 10 – Chairman **Shawn Strand**, Secretary **Kenneth Long**, Educational Director **David Carter**, Engine Delegate **Phillip Niles**. Chairman thanked crew for clean ship and safe voyage. He explained dates and renewal procedures for Coast Guard medical certificate. Also suggested using membership portal available through SIU website. Educational director recommended upgrading at Paul Hall Center and pointed out many new course dates are included in January issue of *Seafarers LOG*. No beefs or disputed OT reported. Crew was reminded to collect "tour of duty" letters from captain when eligible for extra wages. Concerns expressed about overtime budget for steward department.



# Jaenichen Addresses MTD

Continued from Page 13

cargoes, the closings of American military bases overseas, and the drawdowns in Iraq and Afghanistan, Jaenichen added.

Turning to his vision for revitalizing the maritime sector, Jaenichen described MARAD's ongoing efforts to formally deliver a national maritime strategy.

"It's imperative that we take serious and comprehensive steps to fortify our domestic maritime industry and reverse the declining trend of the U.S.-flag fleet trading internationally," he said. "The Maritime Administration has been taking steps. We started in late 2013 and we kicked off our effort to develop what we refer to as a strategic framework. That framework is going to inform Congress and federal departments of the challenges facing our industry and to identify those actions that will need to be taken in the short and long term ... to be able to sustain and reinvigorate our fleet."

In working with industry stakeholders to develop a strategy, "the feedback and guidance that we got was both substantial and invaluable," Jaenichen said. "The Maritime Administration has carefully documented all of that information. We've analyzed it, we've organized it, and we put it into a product and we have shared it with the Marine Transportation System National Advisory Council

(which communicates with the U.S. Secretary of Transportation)."

He described some of the "tenets" the administration will use to finalize the strategy.

"We have to sustain and strengthen the Maritime Security Program, which is a group of 60 commercial vessels which is the core of our U.S.-flag international trading fleet, and they are required by the Department of Defense to be able to globally project our armed forces," Jaenichen said. "We want to reduce the operating and maintenance costs for U.S.-flag vessels, shrink the U.S.-flag cost for compliance, maximize access to U.S. government preference cargoes and provide monetary and non-monetary incentives for shippers to put cargo on U.S.-flag vessels."

"Another of our tenets is the strong and enduring support of the Merchant Marine Act of 1920," he continued. "Most of us know that as the Jones Act. Other tenets focus on establishing robust futures for the U.S.-flag vessels in domestic trade and that includes growing what we refer to as American marine highways."

He said that's not a comprehensive or final list. All of the strategy's components will show up in a noticed of proposed policy.

Jaenichen wrapped up his speech by crediting the MTD for its effective advocacy, and he also reiterated the Obama administration's backing of the industry.

# Funds Benefit Investors, Union Members

Continued from Page 14

to qualified pension plans. The objective of the fund is to track the returns of the broad U.S. large cap equity market, as represented by the S&P 500 Index. Stocks in the fund's portfolio are not actively traded, resulting in low fees and expenses.

"The fund is a critical vehicle for us to strengthen shareholder activism and proxy voting in labor's interest," Stotz said. "Any qualified pension plan that mandates the S&P 500 Index should be choosing the AFL-CIO Equity Index Fund, to improve the lives of the middle class and support union workers."

The HIT, an open-end, commingled investment company, commonly called a mutual fund, is one of the best examples of how

the AFL-CIO uses union funding to create more union jobs, according to Stotz. He said, "Since its creation, the HIT has invested in 411 projects, which amounts to approximately \$8.5 billion in 2014 dollars. This investment of union capital has created a total of 74,131 union construction jobs, and an incredible 149.2 million hours of work."

He concluded, "Let me just say that this is our time. The labor movement is united in support of putting our union pension dollars to work for our members, retirees and their families. The AFL-CIO Building Investment Trust, the AFL-CIO Housing Investment Trust and the AFL-CIO Equity Index Fund are some of the best tools we have to reinvigorate the economy and advance the interests of workers and their unions."

# Mariner Voices Strong Support for Jones Act

Continued from Page 6

Command vessels. Many sailors in our industry work on government ships full-time in support of the military. The rest of the civilian mariners work in the private commercial fleet. Part of our commitment as U.S. Merchant Mariners is the obligation to the United States in times of war. In times of conflict, more ships often need to be called out to transport our supplies and to help maintain our naval fleets.

The mariners who sail in the Jones Act trade can be called upon to man those ships when we need them most. Some of our citizens may have never heard of us, but we have always been there for our country when we are needed. If we lost the Jones Act, not only would our economy be victimized by outsourcing, but also we would jeopardize our military by forcing them to rely on foreign crews.

This industry gave me the opportunity for education and employment at the cost of hard work and dedication. In return, mariners have provided the reassurance that our service men and women deployed overseas have the qualified manpower in the industry supporting them when and wherever needed.

My first opportunity came on my very first vessel in the apprentice program. In 2010, I sailed on the *M/V Alliance Norfolk* for 128 days. I sailed in support of the U.S. military efforts in the Middle East. It required us to sail through the pirated waters of the Red Sea and the Gulf of Aden and into some potentially dangerous ports such as Iraq and Yemen. Standing "pirate watch" was a unique experience to say the least. Without a doubt, though, the security

I felt on that vessel working with the professional crew reinforced my belief that we were ready for whatever came at us. Our company brought on a professional group of individuals to secure our safety in hot waters. Our crew had emergency plans that we regularly rehearsed to ensure we would work as a unit in potential situations. We were ready to handle those situations in part because the Jones Act helped make sure that the United States Merchant Marine is always ready to rise to the challenge.

Five years later I have sailed all over the world, from the Middle East to a cruise ship in Hawaii. I've spent the majority of my time, though, working on the Great Lakes on vessels that move iron ore for our steel industry. Mariners' schedules can demand months of work at a time while offering months of vacation. With these large amounts of vacation time I started traveling in my time off. I met a girl on a bus tour while I was traveling through New Zealand. Ever since then, she slowly lured me away from the sea. I now live in Sweden and am going to Jönköping University studying International Economics and Policy. Sailing has enabled me to discover who I am and give me the confidence to pursue my dreams. Even now as I am exiting the industry I still feel compelled to write about it and to advocate it. It has given all of us so much benefit and we need to protect it for our future generations.

My story is just one of the countless stories of Americans all over who have been able to earn to earn the opportunity to succeed in this industry. Protecting our shipbuilders, crews and operators from outsourcing is the equivalent protecting our values as Americans.

## Know Your Rights

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

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

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

proper address for this is:

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

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

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

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

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

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

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

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

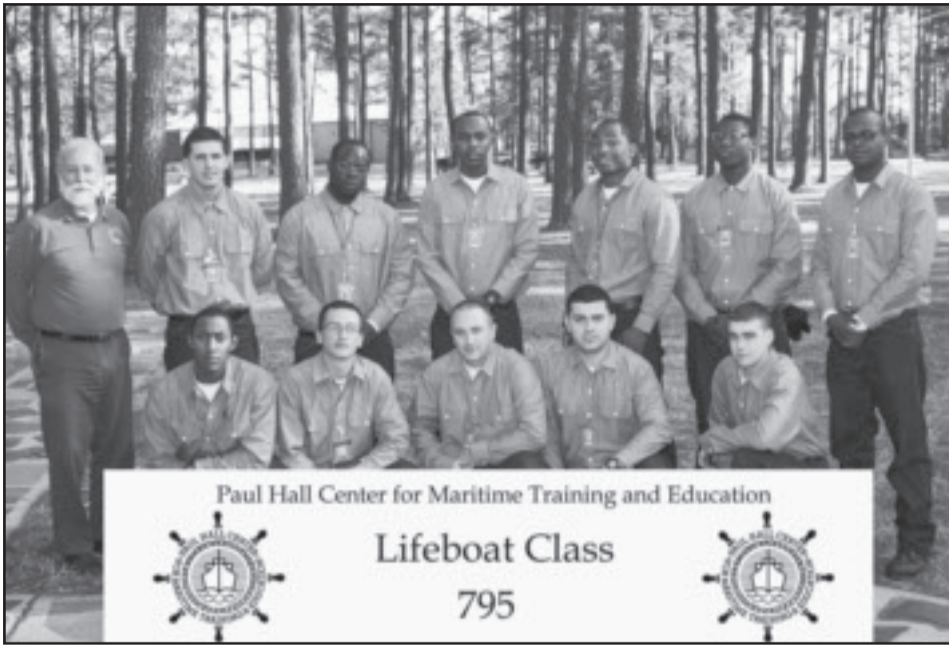
**SEAFARERS POLITICAL ACTIVITY DONATION (SPAD).** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant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

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

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



# Paul Hall Center Classes



**Water Survival Class # 795** – Eleven Phase I apprentices finished their requirements in this course Feb. 13. Graduating (above, in alphabetical order) were: Deontre Blount, Michael Dibelardino, Francisco Hernandez Davila, Ronnie Kincaid, Dauron Mitchell, Yves Nsuami, Christian Perez Gonzalez, Jesse Perrotti, Deandre Speight, Jordan Walton and Scott Wyland. Class instructor Ben Cusic is standing at the far left.



**Leadership & Managerial Skills** – Seven upgraders completed this course Feb. 13. Those graduating (above, in alphabetical order) were: Frederick Cleare, Gabriel Cuebas Oliva, Emmanuel Fiakpui, Wade Poor, Jon Snow, Charles Tessaro and John Tidrick. Their instructor, Bradley Burkart, is at the far right. (Note: Not all are pictured.)



**Engine Resource Management** – The following Seafarers (above, in alphabetical order) graduated from this course Feb. 13: Giacomo Albanese, Michael Brady, Douglas Crockett Jr., Raymundo Estaya, Armando Garayua-Gonzalez, and Joseph Razzino. Class instructor Tim Achorn is at the far right.



**Engine Resource Management** – Three upgraders completed their requirements in this course Feb. 20. Graduating (above, in alphabetical order) were: Edward Mancke, Richard Saunders and John Tidrick. Tim Achorn, their instructor, is at the far right.



**Engine Resource Management** – Six individuals completed the enhancement of their skills in this course Feb. 27. Those graduating (above, in alphabetical order) were: David Bragdon, Steven Haver, Mark Laskowski, Oscar Palacios, Craig Perry and Cle Popperwill. Class instructor Tim Achorn is at the far left.



**Engine Resource Management** – The following Seafarers, (above, in alphabetical order) graduated from this course Feb. 6: Michael Barron, William Giles, Jonathan Owens, Elmer Prestidge, Alex Roel and David Tucker. Tim Achorn, the class instructor, is at the far left.

**Combined Basic & Advanced Firefighting** – Fourteen upgraders finished this course Feb. 27. Graduating (right, in alphabetical order) were: David Castro, Seth Davis, Michael Decaire, Cory Gardner, Kenneth Graybill IV, Kenneth Kuehne, Mark Loughman, Raymond Oglesby, Morgan Piper, Zachary Ross, Joseph Tucker, Dexter Turija, Todd Vorhees and Gregory White. Class instructor John Thomas is at the far left.



# Paul Hall Center Classes



**Leadership & Management Skills –** The following Seafarers (photo at left, in alphabetical order) completed their requirements in this course Feb. 20: Douglas Covil, Douglas Crockett Jr., Eric Dukett, David Keefe, Fred Luna, Jason Mixson, Mark Mize, Carol Peckham, Steven Peckham, Jeremy Scheil, Daniel Smith and Patrick Spicker. Bradley Burkart, their instructor, is at the far right.



**Leadership & Management Skills –** Ten individuals completed the enhancement of their skills in this course Feb. 6. Graduating (above, in alphabetical order) were: James Albert, Michael Brady, Bradley Burkart, Raymundo Estaya, Armando Garayua-Gonzalez, Jose Mendez, Charles Noell, Joseph Razzino, Jon Richardson and Patrick Schoenberger. (Note: Not all are pictured.)

**Basic Self Unloading –** The following Seafarers (above, in alphabetical order) completed this course Feb. 14: Shaker Abdulah, Mohamed Ahmed, Ahmed Al Shahtoor, David Andrews, Saber Mosleh, Ali Musa, Peter Norick, Gerald Scott, Paul Smetana, Clark Vipond and Ismail Yahya. Their instructors, Rich Everett and Don Jaegle, are at the far left and far right, respectively.



**Water Survival –** Upgrader Emmanuel Laureta (above) graduated from this course Feb. 13.



**Basic Firefighting –** Seafarer Francis Toth Jr., (above) completed the enhancement of his skills in this course Feb. 27.



**Chief Steward –** Two upgraders recently finished their requirements in this course. Graduating (above, from left) were Shirley Jenkins and Sheltia Wright.



**Advanced Galley Operations –** Three steward department members recently graduated from this course. Completing their requirements (above, from left) were: Marcelo Alicea Jr., Bernadette Yancy and Jose Clotter.



**Chief Steward –** The following steward department members (above, in alphabetical order) recently completed this course: Kevin Arrayo, Andrew Devine, Katrina Jones, Terri Sales and Sherre Wilson.



**Certified Chief Cook –** Seven steward department upgraders recently completed this course. Graduating (above, in alphabetical order) were: Joel Ababa, David Dingman, Maurice Hyde, Tashara Newton, Algernon Ramseur, Danilo Valencia and Philip Valentine.

## SIU Crews Help Make 60th Anniversary Of Operation Deep Freeze Successful



SIU and AMO members gather for a group photo aboard the *Maersk Peary*.

Seafarers have once again provided critical support to the U.S. Antarctic Program through their participation in Operation Deep Freeze (ODF), an annual supply mission to McMurdo Station, Antarctica. Their most recent efforts helped mark the 60th anniversary of ODF.

SIU mariners sailing aboard the *Maersk Peary* and the *Ocean Giant* helped ensure that vital equipment, fuel and supplies were delivered to the research base. This operation, which takes place every year between January and February, is crucial to the year-round survival of the scientists, contractors and Air Force members who live at the station.

The last part of the vessels' route to the station was cleared by the U.S. Coast Guard Cutter *Polar Star*, the country's only heavy icebreaker. The 20-mile path was carved from the open water of the McMurdo Sound into Winter Quarters Bay, where the two vessels could safely unload their cargos.

Once the Waterman-operated *Ocean Giant* arrived on Jan. 26, members of Navy Cargo Handling Battalion One, already at the station, worked non-stop to offload the nearly 7 million pounds of supplies onboard. These supplies include frozen and dry foods, building materials, electronic equipment and replacement parts, plus vehicles. Altogether, the delivery met approximately 80 percent of the

station's dry-cargo needs for the year.

Once the cargo was offloaded, the *Ocean Giant* took on ice core samples, stored in sub-zero freezer containers, for delivery to U.S. scientists for study. Additionally, retrograde cargo was loaded onto the ship, including trash, recyclables and unnecessary equipment. The ship left Antarctic waters on Feb. 2 and arrived in Port Hueneme, California, last month.

Operated by Maersk Line, Limited, the *Peary* encountered multiple storms on its voyage, slowing progress due to 35-foot seas and dangerous conditions. Each time, the ship diverted to a safe area and waited out the storm. As a result, the *Peary* arrived on Feb. 5. The tanker then delivered the 4.5 million gallons of diesel fuel and 500,000 gallons of jet fuel needed by the station. This fuel is absolutely essential to the continued operation of the research station, and this single delivery accounts for 100 percent of the yearly fuel for the entire base. The operation concluded on Feb. 9, as the ship headed back out to warmer seas.

"The ODF 2015 mission has really been a great success," said Larry Larsson, MSC's ODF coordinator in Antarctica. "This is largely due to the professionalism and commitment to the mission that everyone involved has had. From the crews of the ships to Navy Cargo Handling Battalion One, the New Zealand Defense forces and the U.S. Air Force, this year's mission was truly a professional, joint, international mission."

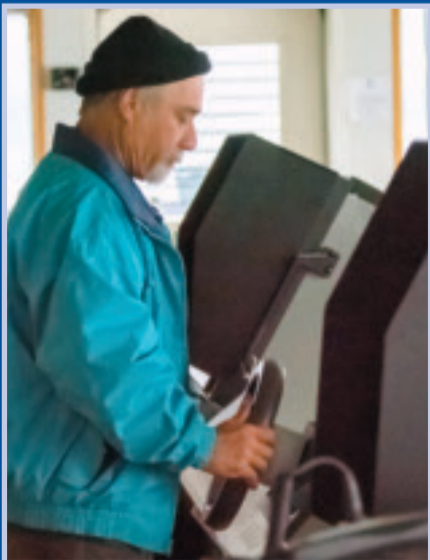
For their service in ODF, the mariners who supported the mission were awarded the Antarctica Service Medal. The honor is awarded by the Secretary of Defense, and the certificates presented to the *Peary* and *Ocean Giant* mariners were signed by Air Force Col. Michael Steindl.



Proudly displaying their Antarctica Service Medals and Certificates aboard the *Ocean Giant* are (from left) Steward/Baker Marcus Rowe, ACU Raul Napoles and Apprentice Jorcell Davis.



GSTU Shadrick Barrington (center) receives his medal and certificate aboard the *Maersk Peary*. Presenting the honors are Air Force Col. Doll (left) and MSgt. Robert Helligrass.



Bosun Ron Paradise  
*Maersk Peary*



The *Maersk Peary* arrives at McMurdo Station.



The Waterman-operated *Ocean Giant* departs Port Hueneme, California, at the start of its involvement in Operation Deep Freeze. (U.S. Navy photo by Vance Vasquez)