

# The Seafarers Log

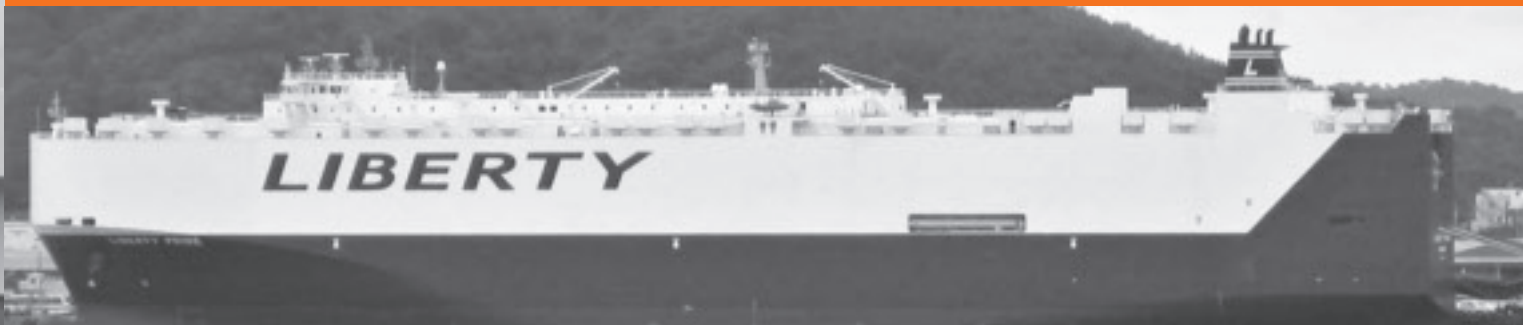
Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters/NMU, AFL-CIO

## Federation Conducts Historic Convention



The AFL-CIO convention, which took place Sept. 13-17 in Pittsburgh, yielded several major stories, including an address by President Barack Obama (pictured above, shaking hands with SIU President Michael Sacco, who also serves as a VP of the federation). Richard Trumka was elected AFL-CIO president, and UNITE-HERE rejoined the federation after a four-year absence. Page 5. (Photo by Bill Burke/Page One)

## Another New Ship! *Liberty Pride Enters SIU-Contracted Fleet*



The car carrier *Liberty Pride* (above and at left) is the latest addition to the Seafarers-contracted fleet. The Liberty Maritime Corporation vessel was built earlier this year. Page 3.

## Merchant Marine's Crucial Role Highlighted at MTD Convention

A few days prior to the AFL-CIO convention, the federation's Maritime Trades Department conducted its own quadrennial event, also in Pittsburgh. An array of high-ranking guest speakers addressed the delegates, reaffirming strong support for the American maritime industry. MTD President Michael Sacco was re-elected to a four-year term. Pictured at far right, AFL-CIO President Rich Trumka describes the merchant marine's role in national security. At immediate right, SIU Exec. VP Augie Tellez (left) stands with U.S. Transportation Command Deputy Commander Vice Adm. Mark Harnitchek. Below, audience members react to a speech. Pages 2, 3, 9-14.



**Eighth T-AKE Ship Delivered**  
Page 2

**Nations Sign Anti-Piracy Declaration**  
Page 4

**ITF Assists Crews**  
Page 8

## President's Report

### Rebuilding Our Economy

Time after time, first at the Maritime Trades Department convention and then at the AFL-CIO convention, speaker after speaker used my favorite four-letter word.



Michael Sacco

The president of the United States said it. Cabinet secretaries and military leaders said it. Union officials and management representatives said it.

Okay, you've probably figured out where I'm going with this. The word is "jobs," and in the big picture it is a very serious subject.

In a way, jobs were the dominant if unofficial theme at the MTD meetings and at the federation's convention. Those conventions took place in mid-September in Pittsburgh. We report on them extensively in this issue of the *LOG*, and I encourage Seafarers to take the time and read about both events. You'll find a lot of topical information that affects our livelihoods.

Everyone knows the economy is struggling and unemployment is too high. Righting the ship isn't just a union concern or a working families concern – it's an American concern. Good jobs are the backbone of our economy and, as the MTD and AFL-CIO speakers stated, they are a critical part of the foundation of our quality of life.

No one is pretending that there are easy answers or that there's a quick fix. But there are some basic principles and strategies that are essential to reducing unemployment, rebuilding the middle class and lifting our economy.

For starters, we've got to protect workers' rights. We must invest in U.S. industry and infrastructure, and we must expand opportunities for training and education. This goes hand-in-hand with addressing the imbalance between the U.S. and the global economy. It may sound boring or complicated or both, but we've got to level the playing field by reforming some of our policies on trade, currency and taxes. In simple terms, we also can't continue borrowing billions and billions of dollars each year from the rest of the world to fund consumption of goods that are no longer made in America.

The Employee Free Choice Act is an important piece of this puzzle. We have to remember that America's workers are America's consumers. Protecting workers' rights – allowing them the opportunity to organize, rewarding their productivity, simply respecting them – is a win-win situation for everyone.

Health insurance reform is another critical piece. The spiraling costs of health care threaten to crush families, business and government at all levels if those costs aren't contained. Legislators on both sides of the aisle at least agree on that much, even if they don't all agree on how to solve the problem. The time for reform is now.

Those are some of the fundamental issues that organized labor is working on, along with our allies. Our goals are what's right for America, and that starts with good jobs. As U.S. Labor Secretary Hilda Solis put it last month, our country needs "jobs that support a family by increasing incomes and narrowing the wage gap. Jobs that are safe and secure and give people a voice in the workplace through the right to organize and bargain collectively. Jobs that are sustainable – like green jobs – that export products, not paychecks. And jobs that rebuild a strong middle class."

That's a tall order in this economy, but I'm convinced that if we all work together there's no doubt that we can pull it off. That's what President Obama is all about and that's what our union is all about. As the president himself recently said during a well publicized rally: Fire it Up!



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## NASSCO Delivers USNS Wally Schirra Shipyard Lays Keel for USNS Washington Chambers

The U.S. Navy's new-build program featuring dry cargo/ammunition ships known as T-AKEs continued its steady progress with the recent delivery of the *USNS Wally Schirra* and the keel-laying for what will be the *USNS Washington Chambers*.

The *USNS Schirra* was delivered Sept. 1 to the U.S. Military Sealift Command (MSC) while the keel was laid for the *USNS Chambers* in late August.

The T-AKE vessels are being built at General Dynamics NASSCO Shipyard, a union-contracted facility located in San Diego. They are crewed in the unlicensed ranks by members of the SIU Government Services Division.

The *Schirra* is named in honor of astronaut Walter "Wally" Schirra. It is the eighth ship in the

Lewis and Clark class of underway replenishment ships. These vessels deliver ammunition, provisions, stores, spare parts, potable water and petroleum products to the Navy's underway carrier and expeditionary strike groups, allowing them to stay at sea for extended periods.

"Not only have the T-AKEs greatly improved MSC's ability to deliver vital supplies to our Navy's deployed strike groups worldwide, but the flexibility in operations of this new class of ships has also enabled us to support a range of other missions," said Capt. Jerome Hamel, commanding officer of MSC's office in San Diego, Sealift Logistics Command Pacific. "For example, the *USNS Richard Byrd* is currently deployed on a humanitarian and civic assistance mission in the Western Pacific for the U.S. Pacific Command."

The 689-foot *Schirra* is expected to start conducting missions for MSC in May 2010. In addition to its crew of civil service mariners and Navy sailors, it also can carry a helicopter detachment.

Both the Navy and NASSCO have reported that the U.S. military expects to build 14 T-AKEs, which are replacing some of MSC's older vessels.

Meanwhile, continuing the tradition of honoring legendary pioneers and explorers, the *USNS Chambers* recognizes Capt. Washington Irving Chambers, a pioneer in naval aviation history. Among his many accomplishments, Chambers arranged for the world's first take-off and landing of an airplane on a warship – confirming the potential of carrier-based naval aviation operations. It will be the 11th ship in the class.

NASSCO recently reported that it is delivering ships approximately one to two months ahead of schedule.



The Seafarers-crewed *USNS Wally Schirra* conducts sea trials off the coast of San Diego in August.

## Union-Contracted Alliance St. Louis Makes Noteworthy Stop in Virginia

At a glance, the sight of the SIU-crewed *Alliance St. Louis* loading rolling stock cargo at APM Terminals Virginia probably appeared routine.

But, it was notable because the ship – operated by Maersk Line, Limited (MLL) – on Aug. 27 became the first roll-on/roll-off (RO/RO) vessel to call on the Portsmouth terminal since the highly regarded container facility opened in July 2007. Company and port representatives welcomed approximately 40 U.S. military officials and guests to watch the *Alliance St. Louis*' arrival and loading.

"The docking of the *St. Louis* at APM Terminals Virginia demonstrates Maersk's collective ability to integrate intermodal capabilities and deliver the highest level of service to the U.S. military," noted Rick Boyle, vice president of U.S. Flag Transportation Services at MLL.

Rolling stock cargo arrived via railroad and transferred at the terminal's on-dock rail. "This direct rail-to-RO/RO transfer provides the efficient rolling stock transportation needed for mili-

tary deployments and retrograde," said Boyle.

"The terminal has an excellent setup for transporting vehicles, helping to improve transit times, reduce costs and minimize handling," said Ed McCarthy, senior director of terminal operations at APM Terminals Virginia. Approximately 225 trucks and vehicles loaded on the SIU-crewed ship, of which about 75 percent arrived via rail.

"We hope today's loading highlights the flexibility of the terminal, and that we increase our role with the U.S. military for the movement of rolling stock," McCarthy added.

In February 2008, MLL brought both the *Alliance St. Louis* and sister ship *Alliance Norfolk* into the company's American-flag fleet to meet growing demand for the transportation of vehicles, oversized and non-containerized cargoes. The two vessels carry U.S. government, preference and commercial cargo. Both ships have the capacity of 6,500 car-equivalent units and over 580,000 square feet of total stowage space, and participate in the U.S. Maritime Security Program and the Voluntary Intermodal Sealift Agreement.



Docked in Portsmouth, Va., the SIU-crewed *Alliance St. Louis* prepares to load rolling stock cargo.



The entry of the *Liberty Pride* (left) into the American-flag fleet signals good news for Seafarers and for the nation. The photo above shows part of the new ship's wheelhouse.

## Liberty Pride Hoists Stars and Stripes

### RO/RO Becomes Latest Addition To Seafarers-Contracted Fleet

The union recently welcomed new shipboard jobs with the delivery of the Liberty Maritime Corporation (LMC)-operated *MV Liberty Pride* into the U.S. fleet.

A Pure Car Truck Carrier (PCTC), the *Liberty Pride* becomes the eighth vessel in LMC's SIU-crewed fleet. She joins the *Liberty Eagle*, *Liberty Glory*, *Liberty Grace*, *Liberty Spirit*, *Liberty Star* and *Liberty Sun*, each of which transports food shipments overseas as part of the U.S. government's "Food for Peace" program. In addition the *Liberty Pride* will team up with LMC's *Alliance New York*, another PCTC, in the U.S. Maritime Security Program (MSP). Seafarers are manning the vessel's unlicensed positions in all three shipboard departments.

The *Liberty Pride* was built by Daewoo Shipbuilding in

South Korea. She boasts 12 cargo decks, has a cargo area of 580,000 square feet and is rated to carry 6,388 small cars. Her keel was laid March 16 and she was launched May 31. LMC accepted delivery of the vessel Aug.

"The addition of this vessel to the U.S.-flag fleet is great news for the union as well as the country," said SIU Executive Vice President Augie Tellez. "This new tonnage translates into more jobs for SIU members and greater security for our country in these tough economic times.

"Liberty Maritime deserves a great deal of credit and recognition for its ongoing solid commitment to the American-flag fleet and to the U.S. Merchant Marine," Tellez concluded.

Liberty Maritime Corporation is based in Lake Success, N.Y. Formed in 1988 as the operating entity for various deep sea oceangoing dry bulk carrier vessels owned by Liberty Shipping Group, the corporation is one of the largest privately held independent operators of U.S.-flag dry bulk car-

rier vessels. Its American-flag fleet operates in both the preference trades of the United States and the international commercial trades.

The MSP has been a valuable component of America's economic and defense security since its enactment in 1996. The U.S. Maritime Administration describes the MSP as "a fundamental element of the U. S. maritime transportation system, providing an active, privately owned, U.S.-flag and U.S.-crewed liner fleet in international trade which is available to support Department of Defense sustainment in a contingency.... These vessels are modern, efficient and militarily useful commercial dry cargo vessels which can support national security requirements and maintain a competitive U.S.-flag presence in international commerce. The MSP helps retain a labor base of skilled American seafarers who are available to crew the U.S. government-owned strategic sealift as well as the U.S. commercial fleet, both in peace and war."



MTD President Michael Sacco (right) thanks U.S. Secretary of Transportation Ray LaHood for his remarks supporting civilian mariners.

## Military, Gov't, Industry Speakers Reaffirm Support for U.S. Maritime

### Delegates Re-Elect Michael Sacco as MTD President

The AFL-CIO's Maritime Trades Department (MTD) conducted its quadrennial convention Sept. 10-11 in Pittsburgh, and the event was packed with supportive remarks by guest speakers representing the Obama administration, the U.S. military, government, management and organized labor.

All of the speakers reaffirmed their strong backing of the U.S. Merchant Marine. A few provided updates on the fights to pass health insurance reform and the Employee Free Choice Act (EFCA).

Convention delegates re-elected MTD President Michael Sacco to a four-year term. They also re-elected Executive Secretary-Treasurer Frank Pecquex and elected Vice President Scott Winter.

The convention's theme was "Motivated, Trained, Dedicated" – something Sacco touched on during his opening remarks.

"Our rank-and-file members display their motivation every day, as they go to work aboard ships, on the docks and in the yards, and in the mills and mines and everywhere else our members go to earn a living," he stated. "They prove the value of their training as they turn out new, high-tech ships in Philadelphia and San Diego; as they build the new state-of-the-art arena just a few blocks from here; and when they 'turn to' during emergencies like the Miracle on the Hudson.

"And they show a level of dedication that goes far beyond merely getting the job done, as was so vividly, tragically and heroically demonstrated eight years ago when our fire fighters and police officers and ferry captains and many others saved everyone they could save on 9/11," he continued. (The convention's second day coincided with the eighth anniversary of the September 11, 2001 attacks.)

The MTD consists of 23 affiliated national and international unions (including the SIU) representing more than five million members and a network of 21 port maritime councils in the United States and Canada.

In order of appearance, the following individuals

spoke at the convention: AFL-CIO Secretary-Treasurer Richard Trumka; Pennsylvania AFL-CIO President Bill George; U.S. Coast Guard Commandant Admiral Thad Allen; U.S. Transportation Command Deputy Commander Vice Admiral Mark Harnitchek; AFL-CIO President John Sweeney; U.S. Secretary of Transportation Ray LaHood; Aker Philadelphia Shipyard President and CEO Jim Miller; Lakes Carriers' Association President James Weakley; U.S. Deputy Maritime Administrator David Matsuda; U.S. Rep. Ed Pastor (D-Arizona) and Pennsylvania Gov. Ed Rendell (D). (The following week, at the AFL-CIO convention, Trumka was elected president of the federation as Sweeney began his planned retirement.)

MTD conventions normally include resolutions that are considered and adopted by the delegates, and this one was no exception. The resolutions help the department plan its agenda for the next four years. The topics of the resolutions approved last month included the following: America's maritime highway, appreciation for John Sweeney, cargo preference, the fight for a new contract for the Communications Workers and International Brotherhood of Electrical Workers at AT&T, dredging, health care, the Maritime Labor Convention, and the U.S. Maritime Security Program.

Delegates also approved resolutions concerning EFCA, offshore renewable energy, combating piracy, remembering September 11, retirement security, cabotage laws, supporting our troops, the Title XI Shipbuilding Loan Guarantee Program, U.S. Navy shipbuilding, a united labor movement, the Seafarers' Identity Document, and benefits for World War II mariners.

*For additional coverage of the MTD convention, see Pages 9-14*

# MarAd Issues Anti-Piracy Advisory

## U.S., Other Nations Sign 'New York Declaration'

The U.S. Maritime Administration (MarAd) and the U.S. State Department last month raised the visibility and level of international cooperation regarding piracy and defense measures.

MarAd issued an advisory warning of a possible increase in piracy in the Horn of Africa and Indian Ocean regions since the monsoon season in the area ended. The agency also urged mariners to use lessons learned from previous successful piracy evasions and to "take defensive measures and not surrender at the first sign of a threat."

The advisory not only warns vessels to avoid

routes where attacks have taken place, but also recommends that mariners "demonstrate a willingness to defend yourself." The communication further encourages mariners to travel at "maximum sustainable speed" through "high threat areas" and to continually conduct risk assessments during their voyage. The advisory gives mariners information on how best to check with authorities and how to request escort service in a convoy.

As piracy has affected just about every nation that has ships on the high seas in 2009, the level of cooperation in anti-piracy actions and exercises has grown. This year it hasn't been unusual to see news reports of navies of nations formerly known as less than friendly toward each other coming to each other's aid in attempts to thwart piracy.

In this spirit of cooperation, on Sept. 10, the U.S., Japan, Cyprus, Singapore, the United Kingdom, Northern Ireland, Liberia, Panama, the Bahamas and the Marshall Islands signed a pact called the "New York Declaration" to recognize the increasing problem of piracy and armed robbery against vessels and seafarers on innocent passage. Each country united in decreeing that all acts of piracy and armed robbery against vessels and seafarers are condemned and they will commit to join together to stop it.

The nations agreed that each of them has a responsibility to take self-protection measures and each is committed to share and use best practices in warding off, avoiding, deterring and delaying acts of piracy.

## Lidinsky to Chair FMC

The Federal Maritime Commission on Sept. 14 announced that President Barack Obama has designated Richard A. Lidinsky Jr. as FMC chairman. Lidinsky joined the agency on July 31, having been nominated by President Obama in June and confirmed by the Senate thereafter. His term with the commission expires in 2012.

Lidinsky has 37 years of extensive experience in the maritime trade industry and government operations. After serving as a Congressional aide on the old U.S. House of Representatives Merchant Marine and Fisheries Committee, he began his professional legal career in the FMC's Office of General Counsel as legislative counsel from 1973-75. In 1975 the Maryland Port Administration appointed him to be counsel and director of tariffs and national port affairs.

In announcing his appointment, the agency noted that Lidinsky has held positions on both the business and the government side of the maritime industry, including most recently working as an attorney and international trade consultant in private practice, before returning to the FMC as a commissioner.

"I want to thank President Obama

for designating me chairman of the Federal Maritime Commission," Lidinsky said. "As I said in my recent confirmation hearings, this agency has a key role in assisting the economic recovery of our entire ocean waterborne commerce transportation industry. The commission is, and must remain at all times, alert to foreign activities that are harmful to our carriers and trade routes with a focus on protecting our country's shipping community, and above all the American consumer. As we face the challenges of returning jobs to our waterfronts, working with all sectors of our maritime family to help green our ports, and adapt the latest technologies to aid in our mission, the experienced and dedicated employees of the FMC will be there to lend our support and expertise."

Commissioner Joseph Brennan stated, "Richard Lidinsky is as well-prepared as any commissioner has been upon taking office. I think he will do an excellent job as chair of the FMC."

Commissioner Rebecca Dye said, "I look forward to working with [Lidinsky] to carry out the commission's responsibilities in a manner that promotes our economy and increases American jobs."



Richard Lidinsky  
FMC Chairman

## Celebrating Labor Day in Wilmington



Seafarers and SIU officials from the Wilmington, Calif., area made a strong showing at the annual Labor Day parade. Some of the SIU participants are pictured in these two photos, starting with the top image, from left: Safety Director Abdul Al-Omari, retired Dispatcher Jesse Solis, Port Agent Jeff Turkus, GUDE Revelino Olivares, Dispatcher Nick Rios and AB Ronie Llave. Among those shown in the other photo are Seafarers Rey Chang, Roger Mosley, Teofilo Sison and Llave, Retiree Mary Lou Lopez, Rios, Al-Omari, Solis and his son Jesse Solis Jr.



## Horizon Expands Container Service, Adds Tampa Stop



The *Horizon Discovery* will be part of the San Juan to Tampa service.

## Seafarers-Contracted Company Recognized for Reliability

SIU-contracted company Horizon Lines, Inc. recently announced an expansion of its container service. Horizon said beginning Oct. 4 it will add regularly scheduled vessel container service between Tampa and Puerto Rico. A vessel call at the Port of Tampa will be added to the carrier's Gulf Express Service (GAX), currently operating a fixed-day, bi-weekly schedule between Houston and San Juan.

According to the company, the addition of a port call in Tampa provides new options for customers located in west and central Florida, while continuing to provide fast and reliable fixed-day vessel service between Houston and San Juan.

In other Horizon news, the company announced on Aug. 7 it had topped the list of ocean carriers worldwide for schedule reliability in the second quarter of 2009, with 100 percent on-time performance, according to London-based Drewry Shipping Consultants.

"This is a real credit to our entire team, but especially our operations group," said John Keenan, president and chief operating officer at Horizon.

This honor comes after Horizon Lines was awarded the Platinum Carrier Award earlier this year from home improvement retailer Lowe's Companies Inc. for providing 100 percent on-time service in 2008.

Horizon Lines is the only ocean carrier serving each of the domestic U.S. trades of Alaska, Hawaii, Guam and Puerto Rico. Horizon Lines has been continually recognized in recent years for schedule integrity, vessel maintenance and safety programs, while making efficiency gains to help mitigate the environmental impact from its ships.

Drewry's schedule monitoring survey tracked nearly 1,700 vessels in the three months between April 1 and June 30, 2009, and compared the scheduled day of arrival at the destination port with the actual day of arrival.

# AFL-CIO Convention Includes Milestones

## Trumka Elected President; Obama Pledges Support for EFCA

The recently concluded AFL-CIO 26th Constitutional Convention had its share of historic milestones.

President Barack Obama reaffirmed his support of the labor movement, becoming the first sitting president in more than a decade to address the conference. Convention delegates without opposition elected a diverse set of top officers: Richard Trumka, a white man for president; Arlene Holt Baker, a black woman for executive vice president; and for the first time ever, a woman, Liz Shuler for secretary-treasurer. SIU President Michael Sacco, who is a vice president of the AFL-CIO, conducted the election. John Sweeney, AFL-CIO president since 1995, began his planned retirement but vowed to remain an activist.

In yet another development, UNITE HERE rejoined the 11.5-million member AFL-CIO. The 265,000-member strong coalition in 2005 was one of several unions that disaffiliated from the federation.

Nearly 1,000 delegates and 2,000 guests participated in the convention, which took place Sept. 13-17 at the David L. Lawrence Convention Center in downtown Pittsburgh. The SIU had a strong showing at the quadrennial event, as several high-ranking officials in addition to Sacco participated.

In addition to President Obama, many other notable individuals appeared as keynote speakers. These included: U.S. Sen. Bob Casey, U.S. Rep. Judy Chu, former Pittsburgh Steelers player Franco Harris, NAACP President Ben Jealous, Caroline Kennedy, U.S. Secretary of Labor Hilda Solis, International Trade Union Confederation (ITUC) General Secretary Guy Ryder, U.S. Sen. Arlen Specter and National Education Association President Dennis Van Roekel.

President Obama delivered a strong, inspiring message to the convention: "We're going to make this country work again."

In an address punctuated by sporadic chants and standing ovations, Obama said he's committed to the same goals as the union movement: restoring the economy, getting health care for everyone and passing the Employee Free Choice Act.

"These are the reforms I'm proposing. These are the reforms labor has been championing," he said. "These are the reforms the American people need. And these are the reforms I intend to sign into law. Quality, affordable health insurance. A world-class education. Good jobs that pay well and can't be outsourced. A strong labor movement. That's how we'll lift up hard-working families. That's how we'll grow our middle class. That's how we'll

put opportunity within reach in the United States of America," the president said.

Throughout Obama's speech, the enthusiastic crowd gave him multiple standing ovations—when one woman shouted "I love you," he responded: "I love you, too, sister." In turn, the president showed he understands the needs of working people and the unions that represent them. "When labor succeeds—that's when our middle class succeeds," he said. "And when our middle class succeeds—that's when the United States of America succeeds."

President Obama pledged his continued support of the Employee Free Choice Act, noting, "When workers want a union, they should get a union."

The economic crisis was brought on by greed and irresponsibility, Obama said, and we can't wait to rebuild a stronger, better and fairer economy.

"The problems in our economy preceded this economic crisis," Obama said. "Just last week, a Census report came out showing that in 2008, before this downturn, family income fell to its lowest point in over a decade, and more families slid into poverty."

"That is unacceptable," he continued. "And I refuse to let America go back to the culture of irresponsibility that made it possible."

The president spent much of his speech talking about health care and thanked union members for their hard work on making health insurance reform possible.

"Few have fought for this cause harder, and few have championed it longer than you... You know why this is so important," he told the audience. "You know this isn't just about the millions of Americans who don't have health insurance, it's about the hundreds of millions more who do: Americans who worry that they'll lose their insurance if they lose their job, who fear their coverage will be denied because of a pre-existing condition, who know that one accident or illness could mean financial ruin."

"When are we going to stop this? When are we going to say enough is enough? How many more workers have to lose their coverage? How many more families have to go into the red for a sick loved one? We have talked this issue to death year after year, decade after decade... Now is the time for action. Now is the time to deliver on health insurance reform."

President Obama also said that the American Recovery and Reinvestment Act helped pull the economy up and prevent even worse crisis. He pledged to keep working to create good jobs and make sure that "Made in America"



President Barack Obama on Sept. 15 addresses delegates and guests during the AFL-CIO's 26th Constitutional Convention in Pittsburgh. During his speech, the president reaffirmed his support of the labor movement including his backing of the Employee Free Choice Act. (Photo by Bill Burke/Page One)

won't just be a slogan, but a reality.

The president has already signed into law pro-worker legislation like the Lilly Ledbetter Fair Pay Act and an expansion of health care to millions of children in need. He asked the convention attendees to come together and fight with him for an America with lasting prosperity.

Labor Secretary Hilda Solis, in the first address by a U.S. Labor Secretary to an AFL-CIO convention in more than eight years, said unions are more important than ever in today's economic crisis.

"Workers are under assault and they need the voice on the job that unions provide. I believe and I know union jobs are good jobs," she said.

Echoing President Obama's Labor Day speech, Solis continued, "That's why I support [the Employee free Choice Act]: to level the playing field so it's easier for employees who want a union to form a

union. Nothing—nothing wrong with that. Because when labor is strong, America is strong. When we all stand together, we all rise together."

Solis, the daughter of union members and whose father recently suffered a stroke, said health care reform is a must for our country. The status quo in health care is "unsustainable," she said. Workers like her father who spent their lives working hard had a right to expect secure and stable benefits in their retirement. "They are counting on us to do the right thing."

Real health care reform will not only ensure that workers with insurance keep their benefits, she said, it will provide affordable options for those without health care coverage and rein in the cost of health care for everyone.

The labor secretary also listed a series

See *Trumka*, Page 14



SIU VP Kermet Mangram, who is based in Norfolk, reports on Virginia political activities.



Caroline Kennedy tells delegates that her uncle, Sen. Edward M. Kennedy, who died weeks earlier, had asked her to speak at the convention.



U.S. Secretary of Labor Hilda Solis states, "It is important that we have an active Department of Labor advocating for the needs of working people."



Convention delegates elected (from left) Exec. VP Arlene Holt Baker, President Richard Trumka and Sec.-Treasurer Liz Shuler to four-year terms. (Photo by Bill Burke/Page One)

# Seafarers, Tacoma Families Volunteer to Help Neighbors

Seafarers recently continued their tradition of giving something back to their community as SIU members and families in Tacoma, Wash., again volunteered to help the Paint Tacoma Beautiful program. Paint Tacoma Beautiful is an annual program through which community members and local organizations pool their resources and volunteer manpower to



GUDE Cheryl Gutkowski reaches new heights.



Safety Director Ryan Palmer goes aloft to tackle caulking.

help those who need assistance.

This year, 37 SIU members, employees, family members and friends in the Tacoma area washed, scraped, sanded, caulked and painted the home of Al Reeves and his wife, Cecile. During the last three years, SIU members based in the Tacoma area have volunteered more than 1,000 hours of manpower to the program.

Mr. Reeves was an Army engineer during the Korean War and says, during these economic times, Paint Tacoma and the SIU crew were a godsend. "I don't get around well anymore, so these young folks were a blessing from heaven. It's so heartwarming to see your neighbors give up what little free time they have to help others. We all bonded and my wife, Cecile, had a great time chatting with the folks, especially the kids who came to help. We can't thank these fine folks enough," he stated.

Tacoma Port Agent Joe Vincenzo said of the SIU volunteers, "This is our third year participating in the Paint Tacoma project. Each year brings with it new opportunities to reach out to our friends and neighbors in Pierce County and to give back what we ourselves have received over the years. It hardly seems like giving since we are all a little bit better off for having participated in the first place. Each year we see more 'A' seniority and recertified members stepping up to the plate and this year

is no different. One of our recertified bosuns said it best when he said that there are takers and givers. 'I have taken all my life. It is time to give back.' He was referring to his 30-plus years of gainful employment with the SIU. I'd like to personally thank our rank-and-file members for their participation. Without their support, none of this would be possible."

The following is a list of SIU members and family who participated with Paint Tacoma Beautiful 2009: Port Agent Joe Vincenzo, Safety Director Ryan Palmer, Quinton Palmer, Patrolman Kris Hopkins, Karen Hopkins, Kevin Hopkins, Kylie Hopkins, Administrative Assistant Brenda Flesner, Joie Flesner, OMU **Chris Mercado**, OMU **Dan Coffey**, GUDE **Cheryl Gutkowski**, Electrician **David Goodpastor**, BREC **Lance Zollner**, BREC **Ben Born**, SREC **Michael Meany**, SREC **Lovie Perez**, AB **Ray Nowak**, AB **Chris Tizon**, OMU **Mikel Tittsworth**, GUDE **Samed Kassem**, OMU **Glenn Quittorio**, AB **Cory Gardner**, STOS **Allan Makiling**, GUDE **Hernando Basilan**, AB **Pete Hokenson**, AB **Paul Sharo**, GUDE **Rupert Henry**, ACU **Lamberto Palamos**, AB **Cesar Runatay**, DEU **Orlando Makiling**, DEU **Jose Santos**, OMU **Melgar Daguio**, Wiper **Joe Hilario**, SREC **Manuel Basas**, Steward/Baker **Emily Soriano** and OMU **Efran Bacomo**.



Electrician David Goodpastor removes old caulk



OMU Chris Mercado pressure washes the house.



AB Dan Coffey takes a quick break for a photo.



Members of the Paint Tacoma group for 2009 included (back row, left to right) Port Agent Joe Vincenzo, Electrician David Goodpastor, BREC Lance Zollner, SREC Michael Meany, BREC Ben Born, OS Cheryl Gutkowski, homeowners Cecile and Al Reeves, (front row, left to right) SIU Patrolman Kris Hopkins, AB Dan Coffey and Administrative Assistant Brenda Flesner

## Matson, Horizon Lines Participate In Honolulu-Based Response Drill

In late August, SIU-contracted Horizon Lines and Matson Navigation took part in an exercise designed to test and refine reactions to terrorist attacks. Overseen by the U.S. Coast Guard, the drill took place in Honolulu.

According to the agency, the exercise "simulated a joint coordination response to a terrorist attack in Honolulu Harbor. The exercise was staged at the Clean Islands Council's response center on Sand Island and did not involve any tactical assets or the harbor itself."

The joint response was in reaction to a simulated case in which a terrorist organization hijacks a ship and then sinks it in Honolulu Harbor, blocking

the shipping channel and cutting off the transfer of goods and services. The Coast Guard reported that federal, state and local officials along with marine industry representatives "acted together to discuss salvage response, maritime transportation system recovery, alternative delivery methods, and economic, social, and national security impacts. The goal of this exercise was to test and validate a new Coast Guard-created Salvage Response Plan for Honolulu."

"We never know what could be knocked out during a natural disaster or a terrorist attack," said Capt. Barry Compagnoni, the U.S. Coast Guard captain of the port for Honolulu. "Most of our goods are shipped here, so the

proper functioning of our marine transportation system in Hawaii is essential to our survival."

In addition to Matson and Horizon, exercise participants included the Coast Guard, U.S. Navy, Federal Bureau of Investigation, U.S. Army Corps of Engineers, Department of Homeland Security, Federal Emergency Management Agency and the U.S. Department of Transportation's Maritime Administration. Also involved were the State of Hawaii Civil Defense Department, State of Hawaii Department of Transportation Harbors Division, Honolulu Department of Emergency Management, Retail Merchants of Hawaii, Marine Cargo Surveys of Hawaii, Clean Islands Council (industry or non-government agencies) and others.

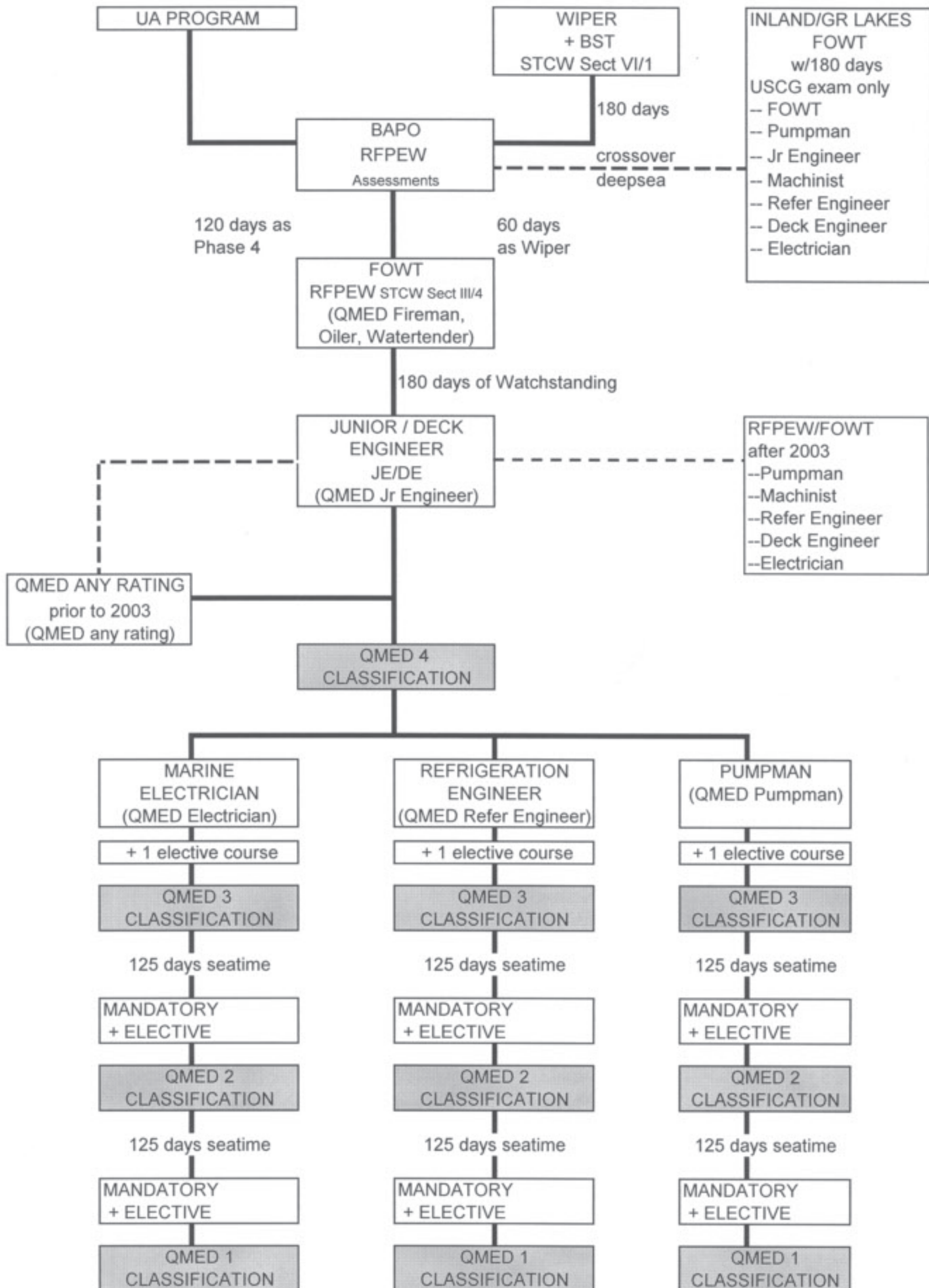
The Salvage Response Plan was developed after Congress passed the

SAFE Port Act in 2006 as a result of lessons learned from the Hurricane Katrina response in New Orleans. Government and industry representatives jointly developed a plan for port reconstitution after a disaster. The strategy focuses on marine salvage and services needed to reopen navigable waterways to maritime commerce. It covers each of the commercial ports on the neighboring islands and American Samoa.

"It's extremely valuable for each of these agencies and industry to get together before an incident and discuss our various roles and responsibilities in regards to the reconstitution of the Port of Honolulu," said Anne Stevens, a domestic preparedness planner with the State Civil Defense Department. "Because of today's exercise we are better prepared to respond to a real disruption in Honolulu Harbor."

# Notice/Reminder

## Engine Department Career Path



# ITF Officials Assist Eastwind Crews

## Inspectors Secure More than \$1 Million in Back Pay

The International Transport Workers' Federation (ITF) last month reported several successful cases in which the organization's inspectors secured back pay (totaling more than \$1 million) and repatriation for crews sailing with the recently bankrupt runaway-flag operating company Eastwind.

One of those instances involved SIU ITF Inspector Shwe Tun Aung, who on Aug. 31 secured \$130,000 in back pay as well as repatriation for mariners from the Liberian-flagged *Yucatan* in Galveston, Texas.

In early September, the ITF noted that it "continues to work with the bankrupt company's trustees and those buying other of its vessels. At the time Eastwind declared bankruptcy it was believed to own 63 vessels. Some of these have been sold, some arrested. The ITF was called in by the crews of a number of these, and as of today (Sept. 4) – with payments made to the crew of the *Annapurna* and due in the next few days to that of the *Azov Wind* – has been instrumental in resolving all of them."

ITF Maritime Coordinator Steve Cotton said, "Picking up the pieces of the Eastwind collapse is a difficult but not impossible situation. The ITF is one of the organizations – including agents, banks, port authorities, lawyers and unions – looking for a solution, and the contact between us and them has paid off in the successes that each week are making a very bad state of affairs a little bit better. Once again it underlines why we want anyone having difficulties to talk to us at the earliest possible stage. If Eastwind had done that, instead of leaving it to panicked crews to alert us, then the relief effort might be even further along now."

In Balboa, Panama, ITF Inspector Luis Fruto was expected to witness the payment of the crew of the Liberian-flagged *Azov Wind*, which had arrived from Valparaiso. The ITF inspector from that area, Juan Villalon, explained the history of the case.

"I received a phone call from the Georgian crew asking for help on Aug. 12," Villalon recalled. "I met with the crew that day, and they identified the following problem areas: medical; water and food; bunkering and oil; inspection and certification of the vessel. The agent told me that a superintendent had arrived from Cyprus, and following meetings it emerged that Tokyo Star Bank had taken over and had appointed Fleet Management Cyprus as managers."

He continued, "I explained the situation to Fleet Management and that if it were not remedied we would assist the crew in taking legal action against the vessel. He assured me that they were doing everything they could to find a solution. In the meantime, I contacted supply agents in Valparaiso to begin negotiations with the port agency. The five crew members who wanted to see a doctor were helped to do so and all the personnel were instructed on the importance of staying with the vessel."

"The following week, I heard from Fleet Management, telling me that most of the issues were approved and that the money and supply problems would be solved shortly. Food and water were supplied and \$72,000, a month's wages (out of



Mariners from the *Azov Wind* (above) were among those recently assisted by ITF inspectors.

three), transferred to the crew's banks back home."

He concluded, "After that it was necessary to organize an inspection and certification to allow the vessel to proceed to Panama, where local ITF Inspector Luis Fruto was waiting to confirm the payment of the remaining owed salaries, as well as the repatriation of most of the crew, as the managers have informed us that the vessel will be laid up with a safe manning crew. The total owed salaries were \$340,000, in addition to the repatriation, certification and provisioning in Chile."

Grahame MacLaren, ITF inspector in Wellington, reported on the *Annapurna*.

"On Aug. 4 the Eastwind Group's reefer vessel *Annapurna* arrived at the port of Auckland, where it was immediately arrested by the Japanese-owned Aozora Bank Ltd. It had sailed empty to New Zealand on the bank's orders – it appears so that it could be arrested in a country where it was felt all parties would be treated fairly under law."

"That evening Auckland-based Garry Parsloe of the Maritime Union of New Zealand (MUNZ) went on board to assess the Burmese crew's situation and found out that they had not been paid for some time. Garry advised them that they should under no circumstances leave the vessel or be repatriated without first being paid all wages owed."

MacLaren continued, "The crew were unable to even afford the cost of a phone call home, so Garry negotiated with the agents to have a cell phone provided so they could contact their families. He was informed by the bailiffs that a lawyer would be needed to present the crew's claim in court and was given the name of Pauline Barratt. The ITF have since retained her and she has been doing a great job representing the crew."

"I travelled to Auckland and, accompanied by the lawyer and MUNZ members, we met with the crew. Also in attendance were the vessel's agents and an interpreter provided by them. We discussed the situation with the crew and answered any questions they had to the best of our abilities. I put to the agents a request for money for the men's essential needs and after a lot of negotiation we managed to get the arresting bank to give each man a payment of \$200 – not a huge amount but they were very grateful to have it."

"The ship has no ITF-approved agreement in place, and the Burmese crew were on pay rates below ITF minimums," he continued. "The way they were being paid was that apart from

allotments some of them had sent home, they were only to be given the balance of their wages at termination of their contracts. So they had had no cash at all for many months. The allotments going home to the families stopped in April, leaving the families destitute."

He added, "After negotiation the arresting bank agreed to pay the wages arrears for the full nine months (\$338,521) and the repatriation expenses of the crew before the ship has even been sold, and they were paid [Sept. 4], with flights booked for next Tuesday. The bank does however want a skeleton crew to remain on board pending the new owner's crew taking over. A number of the crew were willing to stay on if an appropriate new agreement could be reached. We insisted that any new agreement be at ITF TCC rates and this has now been agreed by the bank."

The other Eastwind cases the ITF has helped with are:

■ The Liberian-flagged *Yamaska* was in the port of Mosjoen, Norway. ITF Coordinator Nils Pedersen negotiated through the local representative of London-based law firm Ince & Co. for the crew to receive their owed wages. The vessel cargo receiver refused to have the vessel berth and discharge until the local ITF-affiliated union approved. The vessel was allowed to berth on the July 31 and the crew received their wages of \$115,509 on Aug. 4.

■ The Liberian-flagged *EW Snowdon* was in the port of Hull, UK, having been arrested by the Aozora Bank. ITF Inspector Bill Anderson obtained power of attorney from the crew to help them recover wages owed since Anderson negotiated with the bank, with the result that on Aug. 19 the crew received the \$266,082 owed to them. Eighteen were repatriated and four agreed to stay on board the vessel to ensure its safety while the arrest was in place.

■ The Liberian-flagged *MSC Peru* was docked in Balboa, Panama. ITF inspector Luis Fruto, assisted by ITF U.S. Coordinator Jeff Engels, reported that the case was resolved Aug. 1 with the payment of \$204,329 in wages and the return of the crew to their homes on Aug. 4.

■ Finally, crew members from the Liberian-flagged *MSC Parana* received \$200,000 in back pay and were repatriated to Burma.

The ITF consist of 654 unions (including the SIU) representing 4.5 million transport workers in 148 countries.



Crew members on the *Annapurna* receive some of their back pay.



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# Government Officials Praise Work of U.S. Mariners

## American Crews Cited as Vital to National, Economic Security

The four speakers from the U.S. military and Obama administration who addressed the Maritime Trades Department convention discussed numerous topics, but one point made by each of them is that a strong U.S. Merchant Marine remains indispensable to America's national and economic security.

U.S. Coast Guard Commandant Admiral Thad Allen, U.S. Transportation Command (TRANSCOM) Deputy Commander Vice Admiral Mark Harnitchek, U.S. Secretary of Transportation Ray LaHood and U.S. Maritime Administration Deputy Administrator David Matsuda described the vital partnership that exists between government and the maritime industry. They thanked MTD and SIU President Michael Sacco for his effective leadership and cited the ongoing reliability of civilian mariners and their unions.

Allen and Harnitchek spoke to the convention on Sept. 10, while LaHood and Matsuda delivered their respective remarks the next day.

Among other subjects, Allen talked about mariner credentialing, seafarer access in ports, efforts to combat piracy, and how climate change may affect shipping. No matter the challenge, however, he said maritime labor has been responsive and helpful.

"So, please, when you talk to your membership, please thank them on my behalf," Allen stated. "Continue to do what you're doing, because the country needs you."

The commandant described centralizing the agency's credentialing operations as "a long and arduous process. I believe we're over the hump now.... I appreciate your patience. In the long run, I think you're going to find that we're going to be more responsive to your needs."

He also touched on the Transportation Worker Identification Credential (TWIC) program, noting that the Coast Guard is responsible for the next phase, which involves card readers.

"Our goal is to make some very, very informed choices on where we put card readers and where we need them and where we don't need them based on valid security needs," he stated.

Allen also emphasized his commitment to helping ensure fair treatment of mariners when it comes to port access. "I spent a lot of time in the last two years talking to maritime groups, shippers, port authorities, terminal operators and so forth. I've made it very clear to my captains of the ports that we need to make

sure that seafarer access is ensured. And whether that's U.S. sailors or foreign sailors changing out crews, or whatever, the right to be able to get across the dock needs to be maintained."

He thanked industry stakeholders for their anti-piracy efforts and described some of the related work done by the Coast Guard in cooperation with TRANSCOM, the Maritime Administration (MarAd) and the U.S. Military Sealift Command (MSC).

Harnitchek noted the "fantastic support" from MTD unions to TRANSCOM and other U.S. agencies that rely on American crews, ships and infrastructure. "It's more than the vessels," he said. "It's the ports, it's the folks who build the ships, the folks that maintain them, certainly the folks who sail in them, and everybody that's involved in the big network that moves our stuff overseas."

He said that in Operations Enduring Freedom and Iraqi Freedom, the military is moving forces to foreign regions "on a scale that we haven't seen since probably the Second World War. Frankly, we could not conduct those operations without the support of the maritime industry. Thank you all for what you do and the folks you represent every day who enable us to do what we do every day. You guys move America's military might."

Harnitchek explained TRANSCOM's joint command structure, which includes Army, Navy, Air Force and Marine Corps components. He described recent examples of how the agency oversaw movement of military units and materiel from America to Afghanistan (with heavy reliance on "commercial conveyance").

"Fundamentally, we get the shooters to the fight," he said. "We send them all the stuff they need to sustain themselves. We move folks around the theater.... Then we bring them home.... It is a big team effort within each of our service components and, then, of course, our relationship that we have through contracts with you. It's a thing of beauty to watch it work. So, again, well done. The merchant mariner base is vital to what we do in the Department of Defense. Without you, it would not happen."

He said relying on the commercial sector makes sense because it is economical, efficient and time-tested.

LaHood said that the administration "recognizes that U.S. Merchant Mariners play a vital role in the



MTD President Michael Sacco (left), U.S. Coast Guard Commandant Adm. Thad Allen

national and economic security of our country.... We are so grateful for all that you do, whether it's during time of crisis or on a day-to-day basis."

He added, "We have several programs that help the nation to train and retrain mariners who keep commerce flowing around the world. Chief among these are the Maritime Security Program, the Volunteer Intermodal Sealift Agreement, and our own Ready Reserve Force (RRF). We depend on your cooperation and your support to ensure these programs continue to succeed."

The secretary talked about recent and future investments in America's marine infrastructure. He said that despite the ailing economy, freight flowing through U.S. ports is expected to increase "by more than 50 percent in the coming years, and the volume of international container traffic will more than double. This will stress a freight delivery system already stretched to capacity, especially on the land side.

"So our path is clear. We must modernize and expand our marine infrastructure system in order to compete effectively and efficiently in the world markets. It's in our national interest to keep marine transportation systems in good repair and up to date, and we must ensure we have the capacity to meet future needs."

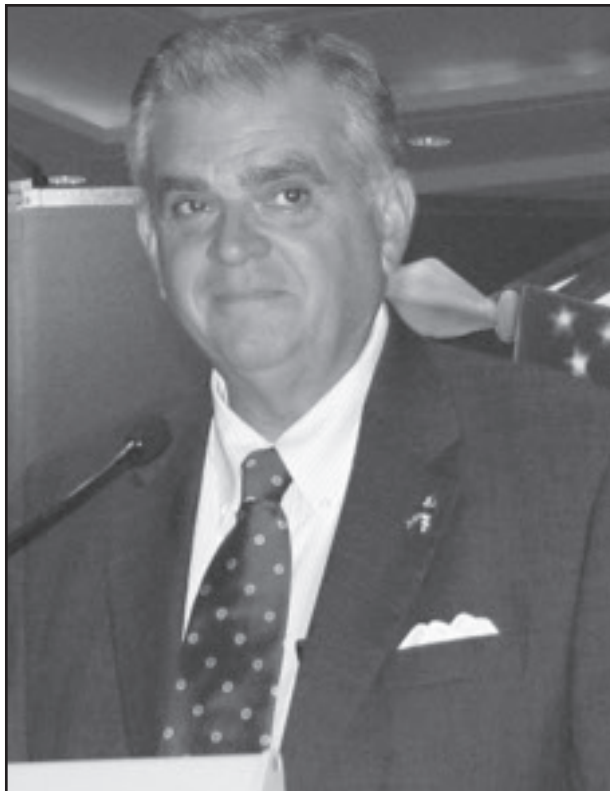
LaHood said the administration also "is committed to doing more with America's marine highway, a system of over 25,000 miles of coastal, inland and inter-coastal waterways that move freight. The marine highway is a very, very high priority at DOT."

He concluded, "Let me assure you that President Obama has clearly indicated he believes our nation needs a robust, multimodal transportation infrastruc-

See *U.S. Mariners*, Page 10



David Matsuda  
U.S. Deputy Maritime Administrator



Ray LaHood  
U.S. Transportation Secretary



Vice Adm. Mark Harnitchek  
Deputy Commander  
U.S. Transportation Command

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## Gov. Rendell, Rep. Pastor Emphasize Infrastructure

Pennsylvania Governor Ed Rendell (D) and U.S. Rep. Ed Pastor (D-Arizona) told Maritime Trades Department convention delegates that investing in the nation's infrastructure is a vital and effective way to create jobs while improving safety.

They also stressed the importance of fair trade, American shipbuilding, U.S. manufacturing in general, and inland waterway operations, among other key topics.

Rendell pointed to Aker Philadelphia Shipyard – site of the current Overseas Shipholding Group double-hulled tanker build program – as a multi-faceted example of how and why America must maintain its industrial base. Earlier in his career, as mayor of Philadelphia, he helped bring the yard out of mothballs.

He said that despite some skepticism from others about American commercial shipbuilding and the shipyard's rebirth, "we went to work and we didn't take no for an answer. What they found is that we can compete – not just for Jones Act ships, but we can compete. The American worker and American trade unions are smart. They're resourceful. They will make the changes necessary to be competitive, and we can win. And that's a story that should be told over and over again throughout the United States of America, because people are always writing off American manufacturing."

Rendell said he supports free trade but that it must also be fair trade, adding that America's debt only will worsen if we keep losing manufacturing jobs. He also cited documented cases in which other countries clearly were dumping industrial product into the U.S. in order to eliminate American jobs.

"It's just common sense. No country can exist without making things," Rendell said. "We have to continue to make things. That's where the good jobs are. The good jobs that the average American can hold and make a good

living and sustain a good family life – those jobs are in manufacturing. We can't exist as a solely service industry and financial industry, because there aren't going to be middle class people available to buy stuff. We've got to protect American manufacturing.

"We've also got to protect our infrastructure," he continued. "When you say infrastructure, people immediately think of roads and bridges and highways, and that's all true. That's an important part of infrastructure. We need to rebuild it because as we rebuilt it, not only do we do something good substantively, but it's the single best job creator in the world. Not only job creator, but it creates orders for American factories for steel, timber, asphalt, concrete, you name it. But we also have to rebuild our ports and our dams and our locks. It's absolutely crucial."

He said China currently is spending almost \$7 billion repairing their ports while the U.S. is spending less than one-tenth of that amount. Shanghai now has almost as much container capacity as all U.S. ports combined, Rendell noted.

Rendell said that he recently co-founded an organization "dedicated to the proposition that we have to invest in our infrastructure at a level never before. We need it for quality of life. We need it for public safety. But we need it most of all for economic competitiveness. Unless you can move goods quickly, your economy is going to be a second-rate economy. The Chinese understand that. The Europeans understand that. They're investing money. We have to get on the stick."

Finally, he expressed confidence in newly elected AFL-CIO President Rich Trumka but also said labor, management and government all must be "on the same page" in letting the administration and Congress know that the stimulus money "was terrific for infrastructure but also was only a drop in the bucket. If we really want to get this American economy humming again – if we really want to put people to work – don't invest in anything other than something that we build. If we invest in things that we build, we create jobs, we create orders for American factories, and we create long-term manufacturing strength. That's the most important message that I can give."

He closed by noting that elected officials in Washington must hear not only from union leaders and industry representatives, but constituents. "The only thing Washington responds to is pressure back home."

Pastor noted that for many years, he has been involved with Congressional committees and subcommittees that affect the maritime industry. Currently, they include the House Appropriations Committee, the Subcommittee of Energy and Water Development, and the Subcommittee on Transportation.

"Part of our job is to make sure that the infrastructure is there so that people can work in a safe environment and work at an efficient rate," Pastor stated. "We provide not only for the operation and maintenance of the [Maritime Administration] office and the Federal Maritime Commission, we also fund the infrastructure (for ports)."

He said Congress "will continue to fund the Maritime Security Program. It's very important. In cases that we



Ed Rendell (D)  
Pennsylvania Governor



Ed Pastor (D-Ariz.)  
U.S. Representative

have the opportunity, we're going to increase the funding."

Pastor also touched on inland operations and port security.

"One of the things I have found out personally is how important our inland waterways are," he said. "One of the things with the stimulus money as well as with the money that we provide through the Corps of Engineers – we will be improving, rebuilding and in some cases establishing a better lock system because if you don't have a lock system in place, then it'll be very difficult to move these vessels back and forth. It's very critical, and most people in this country do not realize the importance of our inland waterways.... We're also responsible for the dredging, so, again, our opportunities are to provide those moneys to the Corps so the harbors that are being used throughout our country have the depth and efficiency so that the ships are able to come in and able to load and unload their cargo."

Concerning port security, Pastor noted that he has travelled internationally for the past two years trying to ascertain whether it's feasible to aim for 100 percent inspection of containers entering this nation.

"I think it's becoming a realization, more and more, with many members (of Congress) that it may be very unrealistic in terms of being able to 100 percent inspect the containers that are coming into the United States," he said, adding that representatives will work on alternative programs to maintain security.

Pastor also said he supports the Employee Free Choice Act.

## U.S. Mariners Receive Praise For Role in National, Economic Security

*Continued from Page 9*

ture that can meet the needs and the demands of the 21st Century. We are working to provide ports, shipyards and the marine highway with the resources and support they need. This is essential both to ensure we have well-trained professional mariners to meet the needs of the future, and to help the United States succeed in a fiercely competitive global economy. With the support and the involvement of the maritime transportation labor community, I'm confident we'll achieve our goals."

Matsuda stated, "Promoting an industry where mariners can look up and see a U.S. flag is critical for our nation's security, our economy and our pride. Along those lines, the Maritime Security Program has proven very successful. It's truly brought private industry, government and labor together. This essential program helps maintain the pool of mariners that we need to crew our Ready Reserve Force ships and other government-owned ships needed for national security.

And as you can see from President Obama's first budget proposal, the administration will continue to support it."

He said the mariners who sail on RRF ships "have proven time and again their capabilities in major U.S. military operations such as Desert Storm and Desert Shield, as well as support missions for our troops in the Middle East during the current conflicts. This readiness and resourcefulness has also been valuable in serving to meet domestic emergencies.... Thanks to lessons learned, we now have plans to increase our preparedness by prepositioning emergency vehicles on board our home-ported ships so they can weather the storm and be ready to work as soon as it's over."

He discussed various potential programs that could create more jobs for U.S. mariners, including efforts within the LNG and offshore oil industries.

Matsuda concluded, "The Obama administration is keenly aware of the importance of the unions represented by the Maritime Trades Department. You have a government that's willing to listen, and our door is always open."

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AFL-CIO President Rich Trumka



Pennsylvania State AFL-CIO President Bill George



AFL-CIO President Emeritus John Sweeney

## Labor Leaders: *Nation Will Benefit From Health Care Reform, EFCA*

A few days before the AFL-CIO convention, three high-ranking labor officials reiterated the critical need to reform the nation's labor laws and its health insurance system.

AFL-CIO President John Sweeney, AFL-CIO Secretary-Treasurer Richard Trumka (elected the following week to the federation's top post) and Pennsylvania AFL-CIO President Bill George updated delegates on the battles to enact the Employee Free Choice Act (EFCA) and health care reform. They also voiced strong, ongoing support for the U.S. Merchant Marine.

Trumka covered a wide range of topics. He said both the U.S. and Canada are suffering from a loss of manufacturing jobs. "Even our members have become so dependent on cheap products and services from abroad that they really don't begin to see the serious implications to our two countries of not having the [manufacturing] capabilities or about losing all those skills," he stated.

The former United Mine Workers of America president said a strong maritime industry "is of critical importance for the economic, political and security interests of both the U.S. and Canada. It's as important today as it's been throughout the history of both of our nations."

Along those lines, he told the convention delegates, "America's ability to produce the critical things that we need in time of crisis, and the ability to service and to transport those things where they're needed to protect our nation both promptly and immediately is an absolutely vital component of our national security. The ability to transport the necessary personnel and equipment to get the job done must be executed without a moment's worry or concern about whether some foreign nation or some foreign crew with other loyalties or some carrier flying a foreign flag will do the job – or not. That's a basic ingredient of security, both here and for Canada."

He described the fight for health care reform as "sim-

ply an effort to ensure that every American has quality, affordable health care, whatever their income or whatever their state of health. We're for a health care system that overlooks no one, that forgets no one, and that omits no one."

Trumka added, "There has to be a decent public option which is easily accessible.... Without that option, you can't have health insurance reform.... There must be no taxing of employee health care benefits. Those benefits have been paid for over a working career. We sacrificed wages, we sacrificed other benefits to have that health care, and I'll be damned if they are going to tax those benefits and take it away... And [there] has to be an employer mandate forcing all employers to provide health care to their employees. I'm tired of subsidizing companies like Wal-Mart who don't give their employees health care."

He said that failure to pass health care reform likely would damage if not ruin the chance to enact the EFCA. Trumka described the latter bill as one that would "liberate every American, which will let every American bargain their way into the middle class instead of borrow their way into the middle class.... We're going rebuild the middle class and create a ladder for those at the bottom end to climb back into the middle class.... Our issues and the things that we fight for serve the vast majority of our population. The things that we stand for benefit all workers and nearly all Americans."

Sweeney, who retired the next week, recalled growing up in a union family and described how he progressed through the ranks.

"It's been my privilege to serve working families in the labor movement in just about every capacity imaginable," he said. "I can tell you there is no greater honor than representing working men and women.... I've learned you can trust the men and women who do the

work a lot further than you can the corporate executive in the front offices who counts the money. I've seen again and again that when working people stick together and stand up together, we can win together and change the world."

Sweeney said he is confident the labor movement is "poised to reach three of our biggest goals: providing high-quality, affordable health care for every family in America; reforming our economy and making it work for everyone; and restoring the freedom of workers to join unions without having to risk their jobs to do it."

George described various grassroots political efforts in Pennsylvania, including the ones that proved so critical in the election of President Obama.

"Barack Obama won this state with a bigger margin than any other candidate in the history this nation," George stated. "It couldn't have been done without a lot of unity and solidarity."

Unfortunately, he said, the commonwealth also serves as an example of the shortcomings of America's health insurance system. George said that more than 519,000 workers in Pennsylvania have no health care coverage.

"We went from 73 percent of (workers being covered by) employer-based health care in Pennsylvania, primarily because of collective bargaining, down to 58 percent," he declared. "This battle against us isn't really about how we handle health care. Eliminating health care at the workplace is the objective of Wall Street. It's the objective of corporate people; it's the objective of those stocks and dividends to control our health care system."

George concluded by stating that health insurance – including the tens of millions of uninsured Americans – stands as "an economic issue in addition to a moral issue." He also said enactment of the EFCA is imperative to labor's survival.

### **Weakley, Miller Say Cooperation Remains Key to Industry's Health**

During their remarks at the Maritime Trades Department convention, the president of a major American shipyard and the head of a key association representing U.S.-flag ship operators on the Great Lakes offered candid looks at the state of the maritime industry. Aker Philadelphia Shipyard President and CEO Jim Miller and Lake Carriers' Association President James Weakley also emphasized the importance of cooperation from all sectors of the industry.

Miller mentioned that he grew up in a union household and has been "a union advocate and supporter my whole career."

He said there is constant emphasis on safety at his shipyard – an emphasis that ultimately leads to top-quality products (in this case, tankers and container ships built for SIU-contracted Overseas Shipholding Group and Matson Navigation, respectively).

"I've been a part of a lot of cutting-edge organizations and I'm here to emphatically say, after 30-some years' experience, the safest operations are the ones that are most cost-effective, and they're the ones with the best schedules. It is absolutely proven," Miller stated. "It pays, and even if you don't believe that, it's the right thing and the moral thing to do for us to protect our brothers and sisters."

He encouraged union officials to "make it personal" with the rank-and-file membership when it comes to job safety. For instance, he described a way to drive home the point that when workers don't strictly adhere to safe practices, they risk missing out on those things most important to them. Specifically, he suggested having individuals make a list of the "big five things that you treasure.... Those five things are like a bank where you put currency. When you cut corners, you're making a withdrawal. When you do things safely, you're making a deposit."

Lastly, Miller explained the ongoing need for cooperation throughout the maritime industry. He pointed out that shipboard jobs of course depend in part on shipbuilding companies.

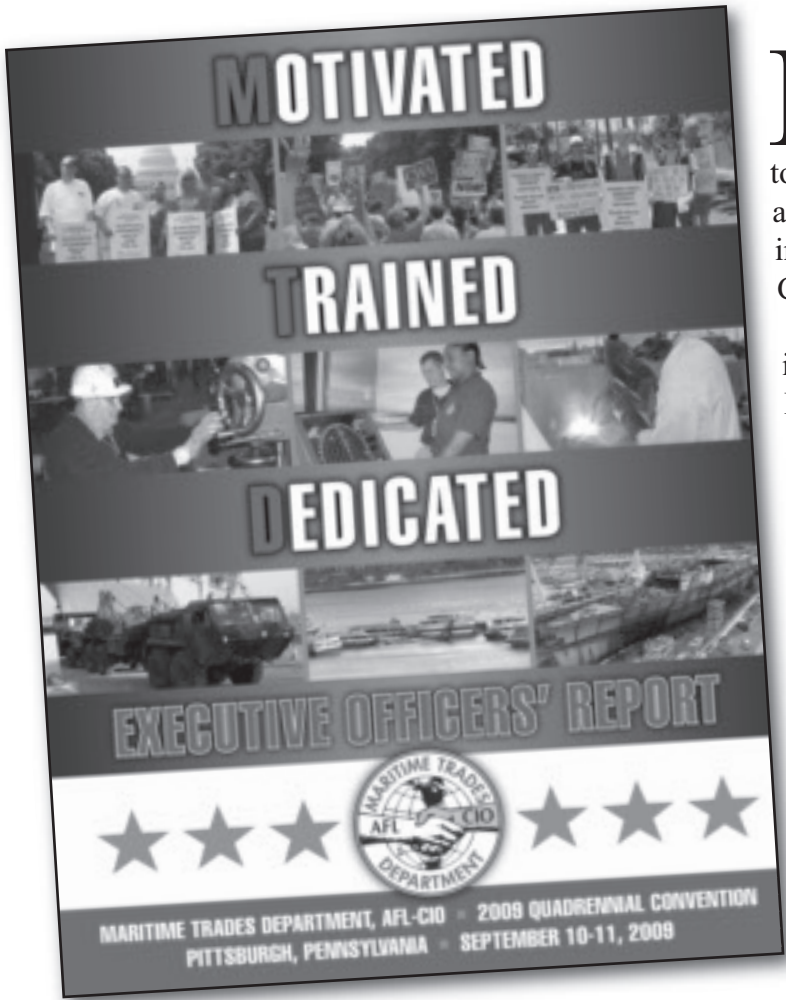
"This might be very obvious, but we're all fighting to preserve our market, try-

*See Maritime Executives, Page 14*

**Motivated...Trained...Dedicated**



# Maritime Trades Dep



Delegates to the 2009 Maritime Trades Department, AFL-CIO, Convention urged Congress and the administration to back a strong U.S. Merchant Marine. They also called for support of workers' rights, including enactment of the Employee Free Choice Act.

The convention's theme – reflected in the image at left – was “Motivated, Trained, Dedicated.”

MTD President Michael Sacco chaired the conference, which took place Sept. 10-11 in Pittsburgh.

The MTD consists of 23 affiliated national and international unions representing more than five million members and a network of 21 port maritime councils in the United States and Canada. The main purpose of the MTD is to stand up for the working people in affiliated unions representing workers in the maritime and allied fields.

In this issue of the *LOG*, convention coverage is included on pages 1, 2, 3 and 9-14. Many delegates and guests are pictured here on pages 12-13.



Roman Gralewicz  
President  
SIU of Canada



James Williams  
General President  
Painters



Richard Pr



Tom Bethel  
President  
AMO



Don Keefe  
President  
MEBA



Tim Pr



David Heindel, Sec.-Treasurer, Seafarers and Hanafi Rustandi, President, Indonesian Seafarers Union



George Tricker  
VP Contracts  
Seafarers



John Spadaro  
National Director  
UIW



Dean Corgey  
VP Gulf Coast  
Seafarers



Kermet Mangram  
VP Gov't Services  
Seafarers



Nick Marrone  
VP West Coast  
Seafarers

## Taking their Oaths of Office



Taking the oath of office following the MTD elections on Sept. 10 are (from left) MTD Vice President Scott Winter, President Michael Sacco and Executive Secretary-Treasurer Frank Pecquex.



Michel Desjardins  
Executive VP  
SIU of Canada



Dan Kane  
Sec.-Treasurer  
Mine Workers



David Durkee  
Sec.-Treasurer  
BCTGM



Bonnie Heraty  
Sec.-Treasurer  
Chicago Port Council



John Brenton  
Sec.-Treasurer  
ITPE



Ron Krochmalny  
President  
Michigan Port Council

# Department Convention



Richard Hughes  
President  
ILA



John Ryan  
President  
GMP



Robert Scardelletti  
President  
TCU



Joseph Hunt  
President  
Iron Workers



Mark Spano  
President  
Novelty Workers



Tim Brown  
President  
MM&P



Gunnar Lundeberg  
President  
SUP



Anthony Poplawski  
President  
MFOW



John Bowers  
President Emeritus  
ILA



Augie Tellez  
Exec. VP  
Seafarers



e  
st



Tom Orzechowski  
VP Great Lakes  
Seafarers



Joseph Soresi  
VP Atlantic Coast  
Seafarers



Father Sinclair Oubre  
President  
Apostleship of Sea/U.S.



Bill Lucy  
Sec.-Treasurer  
AFSCME



MTD President Michael Sacco presents a ship's wheel to AFL-CIO President John Sweeney, joined by his wife, Maureen.

## MTD Honors John Sweeney

The MTD honored retiring AFL-CIO President John Sweeney at the department's 2009 convention.

As planned, Sweeney stepped down from office the following week, during the AFL-CIO convention. He served as head of the federation since 1995.

"All of us in labor know you have held a steady hand on the wheel during your tenure as president," SIU and MTD President Michael Sacco told Sweeney.

On behalf of the MTD, he then presented Sweeney with a ship's wheel. The inscription on the wheel reads: "Congratulations on a job exceptionally well done. Buoyed by your skilled guidance, the labor movement remains on course."

Moments earlier, Sweeney told the convention delegates and guests, "I'm often asked about my impending retirement, and I know you understand my answer when I say you don't retire from your life. Yes, I'm stepping down as president of the AFL-CIO and looking forward to the new leadership of the AFL-CIO. But I'm stepping up into a new role I call 'labor warrior at large,' and I'm not going to let up for a minute.... I will do everything I can to support the movement."



Ralph Maly  
Vice President  
CWA



Warren Mart  
Sec.-Treasurer  
IAM



Peter Gorman  
Chief of Staff  
IAFF



Desiree Gralewicz, Sec.-Treasurer, SIU of Canada and  
Catina Sicoli, Comptroller, SIU of Canada



Dewey Garland  
Director, Railroad  
And Shipyard Dept.  
SMWIA



Walter Wise  
General Treasurer  
Iron Workers



Chico McGill  
Business Manager  
IBEW



Chester Wheeler  
Asst. VP  
Seafarers



Ambrose Cucinotta  
Asst. VP  
Seafarers



Nick Celona  
Asst. VP  
Seafarers



Jim McGee  
Asst. VP  
Seafarers



Bryan Powell  
Asst. VP  
Seafarers



Archie Ware  
Asst. VP  
Seafarers

# Maritime Executives Reflect on State of Industry

Continued from Page 11

ing to preserve the Jones Act,” Miller said, referring to the law that requires that goods moving between domestic ports be carried aboard vessels that are crewed, flagged, built and owned American.

“There are three legs to that stool,” he continued. “There are the owners, labor and the suppliers in the yards. All of us have different challenges and different issues.... If you look at any breakdown on a project, on an industry or an effort, you’ll find that if one of these legs of this three-legged stool isn’t clicking, it’s hurting or dragging with the other ones. So, we are uniquely linked to each other as shipbuilders, unions, shipowners, clients, end users. We have to work together.”

Weakley opened with a variation of a quote often used by MTD and SIU President Michael Sacco when he said, “Quality of life comes down to three things: jobs, jobs, jobs.”

He gave a detailed description of what he called “the perfect storm that the maritime industry faces today.” The components include a proposal from the Environmental Protection Agency involving air emissions; ballast water and invasive species; the ongoing dredging crisis; and the recession.

Dredging, especially on the Lakes, is an ongoing issue. Weakley said the “end result of a lack of maintaining our waterways is the impact on vessel-carrying capacity, a system that’s just not as efficient as it should be – ironically, a system that’s paid for the by Harbor Maintenance Trust Fund.” Other consequences include “attacks on shippers

and cargo, and last but certainly not least, the inability to keep our harbors open and as efficient as they should be.”

Illustrating some of what he called “catastrophic costs,” Weakley pointed out that for “every single inch on the Great Lakes that we lose in water (because of a lack of dredging), our fleet gives up 8,000 tons of cargo on the dock. That’s enough cargo to make 6,000 automobiles, to power the Detroit area with clean coal for electricity for three hours, or to build 24 homes. Over the course of a season – a nine-month season for us on the Great Lakes – a single ship, a thousand-footer leaves over 400,000 tons of cargo at the dock. [That equals] wasted effort, inefficiencies that we can’t afford as a nation.”

Weakley said one of the main concerns about ballast water and combating invasive species is that “one solution does not fit all ships. The current situation is the federal government recently proposed standards. Many of the states have their own standards and states demand more, and environmental groups seem to continually demand more and more and never seem to be satisfied. But they seem to be effective at getting their way.”

On this point, consequences could include many millions of dollars in expenses for ships to install treatment systems.

Turning his attention to an EPA regulatory announcement, Weakley said, “Let me show you how easy it is to exterminate hundreds and perhaps thousands of jobs. It’s what I call administrative extermination. It’s buried literally on page 88 of a 160-page document that the EPA recently released. One sen-



James Weakley  
President  
Lake Carriers' Association



Jim Miller  
President  
Aker Philadelphia Shipyard

tence. The text clarifies that “the EPA requirements generally apply to internal waters, such as the Mississippi River and the Great Lakes, that can be accessed by oceangoing vessels.” With this single sentence, they are applying a standard that was designed for oceangoing ships in international waters to ships that sail exclusively on the Great Lakes.”

The antidotes, Weakley said, include education, communications, political

action and “hope. We need a little hope, and we need the ability to make sure that we can survive the perfect storm.

“Let me be perfectly clear on this point,” he concluded. “Without you, without these delegates, there is no steamship left on the Great Lakes. There may not be a laker fleet left on the Great Lakes. We need labor and management working together to educate the decision-makers in Washington, D.C., and elsewhere.”

## Motivated...Trained...Dedicated



Newly elected AFL-CIO President Rich Trumka (seventh from left) is congratulated by SIU President Michael Sacco (ninth from left) and other officials. Pictured from left to right are AMO Sec.-Treasurer Jose Leonard, SIU VPs Joseph Soresi and Tom Orzechowski, SUP President Gunnar Lundberg, SIU Exec. VP Augie Tellez, SIU VP Contracts George Tricker, Trumka, SIU VP Dean Corgey, Sacco, SIU VP Kermet Mangram, MTD Exec. Sec.-Treasurer Frank Pecquex and MFOV President Anthony Poplawski.



SIU President Michael Sacco, who also is a vice president of the AFL-CIO, conducts the federation’s election in Pittsburgh.

# Trumka Pledges Federation’s Recommitment to Diversity

Continued from Page 5

of actions demonstrating how her leadership is creating what AFL-CIO President Emeritus John Sweeney called a “pro-Labor Department”:

- Hiring more Wage and Hour Division and safety inspectors to boost levels.

- Providing nearly \$800 million to help offer training for good jobs as part of the economic stimulus funds.

- Showing strong support for project labor agreements that ensure workers on federal construction projects are paid decent wages.

Her goal as labor secretary, Solis said, is to create

good jobs for everyone. “Jobs that support a family by increasing incomes and narrowing the wage gap; jobs that are safe and secure, and give people a voice in the workplace through the right to organize and bargain collectively; jobs that are sustainable—like green jobs—that export products, not paychecks. And jobs that rebuild a strong economy.”

AFL-CIO Secretary-Treasurer Trumka during his address to the convention said that the union movement is becoming more diverse and the new leadership of the AFL-CIO is committed to working harder to reach out to young workers, people of color, women and other groups. The federation’s commitment to diversity is on its way to becoming a reality, he said.

“I’m here to tell you that we must change,” Trumka said. “That is why we’re seeking out and encouraging young people, people of color, people of all backgrounds and beliefs and sexual orientation. These are the labor leaders of tomorrow.”

Trumka pledged the AFL-CIO will recommit to embracing diversity at every level. He credited Sweeney for his commitment and leadership to create more diversity in the union movement.

“John always has been inclusive,” Trumka said. “Under his watch our movement has grown more diverse. We salute him for his caring spirit and dogged determination to defend workers at every station.”

## Log-a-Rhythm

### Tankerman

I'm a tankerman, down to the core  
Pumped all the tankships, Valdez to Bangor  
The product? No matter, I've seen them before  
Aviation, jet fuel, diesel and more.

We'd go 'round the clock, hungry tanks sucking in  
All of our product, going out going in  
The oil ports scattered, in bayous and bays  
Pipelines, refineries, filled up our days.

That's all in the past now and memories abide  
Of Houston and Bayway, trips on the side  
Being retired, pumping gas in my truck  
Gallons not barrels, what incredible luck!

By Harry T. Scholer

SIU AB/Tankerman

AMO Barge Captain (Ret.)

## Personal

To Jon Kelly:

Please contact Jason Forbes via email at  
USSHICKS@AOL.COM

## November & December 2009 Membership Meetings

Piney Point.....	Monday: November 2, December 7
Algonac.....	Friday: November 6, December 11
Baltimore.....	Thursday: November 5, December 10
Guam.....	Thursday: November 19, December 24
Honolulu.....	Friday: November 13, December 18
Houston.....	Monday: November 9, December 14
Jacksonville.....	Thursday: November 5, December 10
Joliet.....	Thursday: November 12, December 17
Mobile.....	Thursday, November 12*, Wednesday, December 16
New Orleans.....	Tuesday: November 10, December 15
New York.....	Tuesday: November 3, December 8
Norfolk.....	Thursday: November 5, December 10
Oakland.....	Thursday: November 12, December 17
Philadelphia.....	Wednesday: November 4, December 9
Port Everglades.....	Thursday: November 12, December 17
San Juan.....	Thursday: November 5, December 10
St. Louis.....	Friday: November 13, December 18
Tacoma.....	Friday: November 20, Monday December 28*
Wilmington.....	Monday: November 16, December 21

\* Mobile change created by Veterans' Day holiday

\* Tacoma change created by Christmas Day holiday

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



## Dispatchers' Report for Deep Sea

August 16, 2009 - September 15, 2009

Port	Total Registered			Total Shipped			Trip Reliefs	Registered On Beach		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>Deck Department</b>										
Algonac	15	8	2	15	6	3	1	19	20	2
Anchorage	0	4	0	0	3	0	1	2	8	0
Baltimore	5	2	1	7	3	1	3	11	8	0
Fort Lauderdale	13	19	5	11	10	0	6	27	22	12
Guam	0	4	1	2	2	0	0	2	6	1
Honolulu	7	7	0	7	5	0	0	19	12	0
Houston	62	29	3	49	18	1	18	95	54	6
Jacksonville	23	25	5	17	6	0	10	61	45	10
Joliet	2	13	0	1	9	2	0	5	10	3
Mobile	11	10	1	10	4	1	0	27	12	1
New Orleans	11	4	2	7	2	0	1	28	16	4
New York	44	17	6	32	10	2	14	87	40	16
Norfolk	18	21	4	14	18	3	4	45	50	15
Oakland	25	9	4	20	8	0	10	47	25	6
Philadelphia	3	5	0	5	5	0	3	7	10	1
Piney Point	0	1	2	0	1	6	0	0	4	3
Puerto Rico	9	11	1	9	4	1	5	11	20	2
Seattle	24	19	0	22	20	2	9	61	30	4
St. Louis	3	2	0	0	3	0	1	4	12	1
Wilmington	28	25	4	11	11	0	5	62	58	6
<b>TOTALS</b>	<b>303</b>	<b>235</b>	<b>41</b>	<b>239</b>	<b>148</b>	<b>22</b>	<b>91</b>	<b>620</b>	<b>462</b>	<b>93</b>

Port	Total Registered			Total Shipped			Trip Reliefs	Registered On Beach		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>Engine Department</b>										
Algonac	4	2	3	5	1	3	0	3	4	1
Anchorage	0	1	0	0	0	0	0	0	4	0
Baltimore	5	5	0	3	3	0	1	5	5	0
Fort Lauderdale	8	5	1	3	2	0	0	19	14	2
Guam	1	3	1	0	4	1	0	1	3	0
Honolulu	9	3	0	8	2	0	1	12	6	2
Houston	9	14	1	12	12	0	6	27	30	3
Jacksonville	21	11	0	12	10	1	7	33	27	5
Joliet	1	2	2	2	1	1	0	0	2	2
Mobile	6	4	0	5	3	0	0	18	8	0
New Orleans	5	2	0	2	0	0	0	13	5	0
New York	12	13	2	8	5	1	3	32	29	4
Norfolk	7	17	1	8	10	0	5	18	43	2
Oakland	11	5	1	11	6	1	6	18	12	6
Philadelphia	2	0	0	1	3	0	1	6	2	0
Piney Point	1	3	0	0	2	0	0	1	4	0
Puerto Rico	1	3	0	3	1	0	0	10	6	0
Seattle	15	16	1	12	9	0	10	28	30	2
St. Louis	1	4	1	0	1	1	0	3	4	1
Wilmington	10	7	0	3	5	1	5	32	24	2
<b>TOTALS</b>	<b>129</b>	<b>120</b>	<b>14</b>	<b>98</b>	<b>80</b>	<b>10</b>	<b>45</b>	<b>279</b>	<b>262</b>	<b>32</b>

Port	Total Registered			Total Shipped			Trip Reliefs	Registered On Beach		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>Steward Department</b>										
Algonac	4	5	1	0	4	1	0	6	4	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	3	0	5	2	0	1	2	3	0
Fort Lauderdale	3	5	0	6	5	0	6	10	10	0
Guam	1	2	0	0	1	0	0	3	5	2
Honolulu	7	3	0	4	0	0	1	23	6	1
Houston	22	5	0	25	2	1	7	44	17	0
Jacksonville	11	4	0	12	4	0	4	24	8	0
Joliet	0	1	1	0	1	0	0	3	0	2
Mobile	3	2	0	5	1	0	1	6	5	0
New Orleans	9	1	0	3	1	0	1	12	2	1
New York	22	5	1	20	1	0	10	39	14	1
Norfolk	13	9	0	9	9	0	4	22	20	2
Oakland	17	2	0	11	4	0	5	32	16	0
Philadelphia	1	2	1	1	1	0	0	5	1	1
Piney Point	4	0	1	2	1	0	0	7	0	1
Puerto Rico	1	0	0	1	0	0	0	2	2	0
Seattle	18	3	2	11	8	0	3	30	8	2
St. Louis	2	1	1	1	1	1	0	2	2	0
Wilmington	27	0	2	12	1	2	8	58	6	11
<b>TOTALS</b>	<b>168</b>	<b>53</b>	<b>10</b>	<b>128</b>	<b>47</b>	<b>5</b>	<b>51</b>	<b>330</b>	<b>129</b>	<b>24</b>

Port	Total Registered			Total Shipped			Trip Reliefs	Registered On Beach		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>Entry Department</b>										
Algonac	2	13	3	1	10	1	0	2	18	8
Anchorage	0	4	0	0	1	0	0	0	5	1
Baltimore	1	1	2	0	3	1	0	2	6	6
Fort Lauderdale	0	2	7	0	2	1	1	0	11	16
Guam	0	0	0	0	0	0	0	0	2	2
Honolulu	2	6	1	2	3	1	0	3	16	9
Houston	4	6	1	3	11	2	1	11	42	15
Jacksonville	3	19	6	2	8	2	1	6	43	26
Joliet	0	5	1	0	4	0	1	1	5	1
Mobile	0	6	2	0	5	1	0	2	10	8
New Orleans	1	0	4	3	4	0	1	1	3	8
New York	10	22	8	3	15	2	0	16	63	21
Norfolk	0	17	11	0	7	5	0	0	40	26
Oakland	4	15	9	3	8	4	1	4	32	22
Philadelphia	0	2	1	0	0	0	0	0	3	2
Piney Point	0	6	19	0	6	24	4	0	3	12
Puerto Rico	1	1	0	0	0	0	0	2	3	0
Seattle	9	10	2	4	12	0	6	12	24	4
St. Louis	0	1	0	0	0	0	0	0	3	1
Wilmington	5	11	5	0	2	1	1	8	37	30
<b>TOTALS</b>	<b>42</b>	<b>147</b>	<b>82</b>	<b>21</b>	<b>101</b>	<b>46</b>	<b>17</b>	<b>70</b>	<b>369</b>	<b>218</b>

<b>TOTALS ALL DEPARTMENTS</b>	<b>642</b>	<b>555</b>	<b>147</b>	<b>486</b>	<b>376</b>	<b>83</b>	<b>204</b>	<b>1,299</b>	<b>1,222</b>	<b>367</b>
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**Seafarers International Union  
Directory**

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**Augustin Tellez, Executive Vice President**  
**David Heindel, Secretary-Treasurer**  
**George Tricker, Vice President Contracts**  
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*Vice President Lakes and Inland Waters*  
**Dean Corgey, Vice President Gulf Coast**  
**Nicholas J. Marrone, Vice President West Coast**  
**Joseph T. Soresi, Vice President Atlantic Coast**  
**Kermett Mangram,**  
*Vice President Government Services*



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2604 S. 4 St., Philadelphia, PA 19148  
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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  
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**ST. LOUIS/ALTON**

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

**TACOMA**

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

**WILMINGTON**

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



# Inquiring Seafarer

*Editor's note: This month's Inquiring Seafarer question was posed to members in Wilmington, Calif., and Piney Point, Md.*

**Question: What do you see as some of the advantages of SIU membership?**

**Roger L. Mosley, Chief Steward (Wilmington)**

I have been ship-  
ping for  
27 years.

The SIU  
has  
allowed  
me to have  
the bene-  
fits to  
raise my  
children

and family, pay for my house and provide education for my children. I started as a messman in 1987 out of the job corps. All the teachers were SIU seamen.

**Teddy Alanano, Recertified Bosun (Wilmington)**

I have been with the SIU for 30 years. I have been able to provide my family with housing and send



my kids to college. The SIU has provided me with great insurance and the ability to have a decent life.

**Charles A. Herrera, AB (Wilmington)**

An advantage to being a member in the SIU is being able to attend the Paul Hall Center, learn applicable skills, upgrade and increase one's earning power.



**Mark Wertz, QMED (Piney Point)**

Joining the SIU through the veterans' program is the best thing



I ever did. There's no place else you can go to and receive this type of training for advancement in a

career. I was in the military and had other jobs, and not one will take their members or employees and train them like this. The opportunity for advancement is there if you want it. I don't consider this a job, I consider it a career.

**Maude Solomon, SA (Piney Point)**

The great benefits and travel around the world, and also the benefit for children through education and scholarships. Good pension.



## Pics-From-The-Past



These photos were submitted by Pensioner Charles Crafford who retired as an able seaman. In the photo above, Crafford is pictured in the early 1940s as a student while attending school in Sheepshead Bay, N.Y. He is dressed in what then was called a "monkey suit." The photo at top right, according to Crafford's best recollection, was taken in 1947 aboard a Liberty Ship in India. In this photo, he (rear right) poses with some of his shipmates while underway at sea. Crafford (left in photo at bottom right) joins another group of shipmates during another Liberty Ship voyage in 1945.



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



# Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently

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



## DEEP SEA

### STYLIANOS FABRITSIS

Brother Stylianos Fabritsis, 65, joined the union in 1972. He initially sailed on the *Bradford Island*. Brother Fabritsis was born in Greece and shipped in the deck department. He frequently visited the Pall Hall Center in Piney Point, Md., to upgrade his skills. Brother Fabritsis' final ship was the *Philadelphia Express*. He resides in Galena Park, Texas.



### ANGELITO FRANCISCO

Brother Angelito Francisco, 65, became an SIU member in 1978. His first ship was the *Overseas Juneau*; his last the *Overseas Washington*. Brother Francisco attended classes on numerous occasions at the Seafarers-affiliated school in Piney Point, Md. The engine department member was born in the Philippines and now lives in California.

### LUIS FUENTES

Brother Luis Fuentes, 65, started sailing with the Seafarers in 1968 while in the port of New York. His first voyage was aboard the *Kent*. Brother Fuentes, who sailed in the steward department, was born in Puerto Rico. He upgraded on three occasions at the maritime training center in Piney Point, Md. Brother Fuentes was last employed on the *Sealift Arabian Sea*. He makes his home in Bronx, N.Y.

### MANUEL HOLGUIN

Brother Manuel Holguin, 65, donned the SIU colors in 1969 in the port of New York. He originally shipped aboard the *Newark*. In 1975, Brother Holguin enhanced his seafaring abilities at the Piney Point school. He was a member of the engine department. Brother Holguin most recently sailed on the *Nuevo San Juan*. He is a resident of Brooklyn, N.Y.

### JOHN HOLTSCHLAG JR.

Brother John Holtschlag, 66, joined the SIU ranks in 1985. His first vessel was the *Galveston*. Brother Holtschlag often took advantage of educational opportunities available at the union-affiliated school in Piney Point, Md. He was born in Quincy, Ill., and sailed in the steward department. Brother Holtschlag's final voyage

was on the *APL Thailand*. He calls Chicago home.

### MIKE MANEKAS

Brother Mike Manekas, 70, signed on with the Seafarers in 1965. He upgraded on two occasions at the Paul Hall Center. Brother Manekas was born in Greece. His last ship was the *Elizabeth*. Brother Manekas resides in Old Bridge, N.J.

### OCTOVIANUS PARIAMA

Brother Octovianus Pariama, 71, began sailing with the SIU in 1973 while in New York. He was initially employed aboard a Rye Marine Corporation vessel. Brother Pariama was a frequent upgrader at the Piney Point school. His final trip was on the *Green Lake*. Brother Pariama sailed in the engine department and lives in New York.

### EDDY RAMIREZ

Brother Eddy Ramirez, 65, was born in Puerto Rico. He became a union member in 1973 while in New York. Brother Ramirez's earliest trip to sea was aboard the *New Orleans*.



He worked in the steward department. Brother Ramirez's most recent voyage was on the *Horizon Pacific*. He continues to make his home in Puerto Rico.

### WILLIE TOOMER

Brother Willie Toomer, 71, donned the SIU colors in 1997 in the port of San Francisco. He originally shipped aboard the *Cape Breton* as a member of the steward department. Brother Toomer often upgraded at the Piney Point school during his seafaring career. His most recent voyage was on the *Lightning*. Brother Toomer was born in New Orleans but settled in San Diego.



### CHARLES WELSH

Brother Charles Welsh, 65, joined the union in 1988 while in the port of Philadelphia. He upgraded on numerous occasions at maritime training center in Piney Point, Md. Brother Welsh initially sailed aboard the *USNS Wright*. The engine department



member was born in Pennsylvania. Brother Welsh's final trip was on the *Horizon Hawaii*. He is a resident of Bensalem, Pa.

### FRANZ WINIKER

Brother Franz Winiker, 65, signed on with the SIU in 1989. His first trip to sea was aboard the *Independence*; his last was aboard the *Lt. Col. John U. D. Page*. Brother Winiker was born in



Switzerland and worked in the steward department. He enhanced his skills frequently at the Paul Hall Center. Brother Winiker now calls Angeles City, Philippines, home.

## INLAND

### BERNARD CAIRES

Brother Bernard Caires, 65, started sailing with the union in 1981 from the port of Jacksonville, Fla. He was originally employed with Gloucester Fisherman.



Brother Caires attended classes in 2004 at the Piney Point school. He was born in Massachusetts. Brother Caires most recently shipped in the deck department of a Crowley Towing & Transportation vessel. He makes his home in Cape Canaveral, Fla.

## GREAT LAKES

### YEHIA KAID

Brother Yehia Kaid, 63, became a Seafarer in 1966 in the port of Detroit. He initially shipped on the *G.A. Tomlinson* as a member of the steward department. Brother Kaid was born in Yemen. He visited the SIU-affiliated school on three occasions to upgrade his abilities. Brother Kaid's final trip was aboard the *American Republic*. He now resides in Dearborn, Mich.



## NATIONAL MARITIME UNION

### RODERICK MCFARLIN

Brother Roderick McFarlin, 66, was born in Boston. He began shipping with the NMU in 1971 from the port of New York. Brother McFarlin

worked in the deck department. His first ship was the *American Miller*; his last the *Export Freedom*. Brother McFarlin lives in Brooklyn, N.Y.



### ROBERT SOUZA

Brother Robert Souza, 65, donned the NMU colors in 1967, initially sailing from the port of Boston. His earliest voyage was with Perini Corporation as a member of the deck department. Brother Souza was born in Fall River, Mass. His final trip was aboard a Woods Hole Steamship Authority vessel. Brother Souza is a resident of Buzzards Bay, Mass.



Reprinted from past issues of the Seafarers LOG

### 1939

On Wednesday, October 2, 1939, at Savannah, Ga., delegates from the Atlantic, Gulf and Great Lakes Districts met for the purpose of drafting a constitution for the Seafarers International Union. In addition to the basic constitution, issues to be voted on included the shipping rules, hospital and strike assessments and a constitutional amendment that provided that in order to become a member a man must be a citizen. The constitution was adopted by a vote of 1,225 in favor and 180 opposed. The votes on the constitutional amendment, the shipping rules and the assessments likewise carried by large majorities.

### 1949

An SIU-backed bill to guarantee that 50 percent of the military supplies shipped to non-communist nations will be shipped on American vessels, manned by American seamen, was passed in Congress last week. This is the second victory for the SIU this year in the legislative arena. Earlier this session, the battle waged by the union and other maritime organizations resulted in the passage of a law requiring the government to send at least 50 percent of Marshall Plan goods on American-flag ships. To promote that bill, Secretary-Treasurer Paul Hall warned the Congress that "the critical condition of the United States Merchant Marine" made

the guarantee imperative. Unless it was enacted, he warned, the U.S. merchant fleet would continue to dwindle.

### 1964

The Seafarers International Union has called upon the Maritime Advisory Committee to denounce the use by American companies of ships registered in Panama, Liberia, and Honduras, and to recommend to the President, Congress and the appropriate government agencies a six-point program of action against these runaway flags. "The runaway operator," the SIU asserted, "is a predatory parasite, roaming the seas in search of profligate profits, meanwhile preying on the more poorly paid peoples of other lands in the worst traditions of old-fashioned dollar imperialism and economic colonialism."

### 1984

The recent Navy J-LOTS exercises, conducted off the coast of Norfolk, Va., were an intensive test of the SIU's *Keystone State* and her crew. The exercises were conducted continuously from Sept. 18 through Oct. 12, and the crews were on call 24 hours a day. The crane operators handled the cargo unloading operations in 12-hour shifts, while the maintenance, QMEDs, engineers and oilers were on normal shifts plus overtime. The nine-man steward department prepared hot meals four times a day. The smoothness of the month-long exercises was attributed to the professionalism and cooperation of the entire crew.

## This Month In SIU History

# Final Departures



## DEEP SEA

### THOMAS GATELY

Brother Thomas Gately, 58, passed away June 21. He was born in Jacksonville, Fla.

Brother Gately started ship- ping with the union in 1998 in the port of Mobile, Ala. He primarily sailed on the *John*



*McDonnell* during his SIU career. Brother Gately was a member of the deck department. He continued to reside in his native state.

### EARL NEIDLINGER

Pensioner Earl Neidlinger, 79, died May 9. Brother Neidlinger became a Seafarer in 1946. His



first trip was with Sprogue Steamship Company. Brother Neidlinger was born in Chatham, Ga., and worked in the

department. Prior to his retire- ment in 1986, he shipped on the *Champion*. Brother Neidlinger settled in Rincon, Ga.

### RYAN REEDY

Brother Ryan Reedy, 34, passed away Dec. 10, 2007. He joined the SIU in 1992 while in Piney Point, Md.

Brother Reedy initially worked aboard the *Sealift*



*Antarctic*. The engine depart- ment member was born in California. Brother Reedy's last voyage was on the *USNS Bruce Heezen*. He made his home in Guam.

### WILLIAM SCOTT

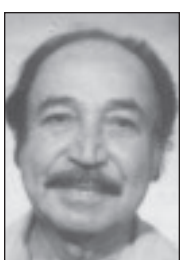
Brother William Scott, 43, died May 2. He first donned the SIU colors in 2000. Brother Scott's first trip to sea was aboard the *Overseas Boston*; his last was aboard the *PFC Eugene A. Obregon*. He was born in New York and sailed in the deck department. Brother Scott was a

resident of Bronx, N.Y.

### FELIX SERRANO

Pensioner Felix Serrano, 94, passed away June 10. Brother Serrano joined the SIU ranks in

1941 while in the port of New York. His earliest trip to sea was aboard an A.H. Bull Steamship



Company ves- sel. Brother Serrano, a member of the deck department, was born in Puerto Rico. His final voyage took place on the *San Juan*. Brother Serrano became a pensioner in 1979 and continued to live in Puerto Rico.

### ZAINAL SIREGAR

Brother Zainal Siregar, 64, died June 21. He was born in Indonesia. Brother Siregar signed on with the Seafarers in 1980. The deck department member originally sailed aboard the *Galveston*. Brother Siregar was last employed on the *Freedom*. He called Brooklyn, N.Y., home.

### EJVIND SORENSON

Pensioner Ejvind Sorenson, 86, passed away June 26. Brother Sorenson began his seafaring

career in 1944 while in Philadelphia.

He initially worked with Mt. Vernon Tankers Corporation as a member of the steward department. Brother Sorenson was born in Denmark. Before retiring in 1985, he sailed aboard the *Charleston*. Brother Sorenson resided in Acworth, Ga.



## INLAND

### FRANK ARTHUR

Pensioner Frank Arthur, 73, died June 21. Brother Arthur started sailing with the union in 1969.



He first sailed with Steuart Transportation. Brother Arthur was born in Virginia and

shipped in the engine depart- ment. He last sailed on a Piney Point Transportation vessel. Brother Arthur was a resident of Denton, Md., and went on pen- sion in 1998.

### LEON BASINGER

Pensioner Leon Basinger, 84, passed away June 26. Brother Basinger, a member of the deck department, began sailing with the SIU in 1958 from the port of New Orleans.



He primarily worked aboard vessels operat- ed by Dixie Carriers. Brother Basinger retired in 1985 and was a resi- dent of his native state, Louisiana.

### ELMER MURRELL

Pensioner Elmer Murrell, 76, died March 7. Brother Murrell first donned the SIU colors in



1951. He ini- tially worked with Colonial Steamship Company. Brother Murrell's final trip to sea was on an Allied

Towing vessel. He began receiv- ing his pension in 1996 and set- tled in Leland, N.C.

### CLARK KING

Pensioner Clark King, 74, passed away June 12. Brother King was born in Michigan. He joined the

union in 1961. Brother King first shipped on a Merritt Chapman & Scott vessel. He was a deck department member. Prior



to his retirement in 1998, Brother King sailed aboard an OLS Transport Ltd. vessel. He continued to make his home in Michigan.

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

### LOUIS CIPOLLA

Pensioner Louis Cipolla, 81, passed away May 25. Brother Cipolla sailed with the NMU for



38 years. He was born in Smith, Pa., but called Chicora, Pa., home. Brother Cipolla went on pension in 1983.

### GLYNDON DUCKWORTH

Pensioner Glyndon Duckworth, 84, died May 11. Brother Duckworth was a native of



Maine. He became a pen- sioner in 1971 and settled in Baltimore.

### GERALD HARMON

Pensioner Gerald Harmon, 81, passed away March 18. Brother Harmon began his maritime career in 1944. The deck depart- ment member was born in Washington State. Brother Harmon retired in 1980. He was a resident of California.

### CLAUDIO JOHNSON

Pensioner Claudio Johnson, 82, died May 31. Brother Johnson was born in Honduras. He went on pen- sion in 1971.



Brother Johnson lived in New York.

### JOSEPH MATELSKI

Pensioner Joseph Matelski, 84, passed away May 16. Brother Matelski was born in Edwardsville, Pa. He started col- lecting compensation for his retirement in 1968 and contin- ued to reside in Pennsylvania.

### FREDRICK PETERSON

Pensioner Fredrick Peterson, 87, died May 17. Brother Peterson was a U.S. Army veteran. He was born in



Brooklyn, N.Y., and continued to call New York home. Brother Peterson became a pensioner in 1970.

### JAMES STANLEY

Pensioner James Stanley, 86, passed away May 27. Brother Stanley



worked in the engine depart- ment. He was a native of Chickasaw, Ala. Brother Stanley retired in 1988 and resided in Biloxi, Miss.

### JUAN SOLIS

Pensioner Juan Solis, 86, died April 16.

Brother Solis was born in Puerto Rico. He went on pension in 1984 and set- tled in Bronx, N.Y.



Name	Age	DOD
Alvarado, Ismael	85	May 21
Angarita, Rogelio	100	May 1
Brown, Charlie	85	May 28
Bryant, Frank	85	May 3
Burdick, Robert	88	May 12
Calhoun, Lloyd	82	March 16
Cirlos, Benito	81	April 18
Cox, Albert	67	May 17
Diaz, John	75	April 2
Knight, Lethirre	76	May 25
Ocampo, Bernardo	83	May 21
Olan, Jose	74	May 6
Petitt, John	81	May 12
Robinson, Lawyer	83	May 29
Watson, Charles	69	May 30



# 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.

**HONOR** (Interocean American Shipping), July 25 – Chairman **Billy G. Hill Sr.**, Secretary **Patricia A. Sullivan**, Educational Director **Carlos Dominguez**, Engine Delegate **Bernard A. Smalls**, Steward Delegate **Allen N. Von Buren**. Chairman reported proactive steps had been taken to deter piracy, particularly during the Middle East portion of the voyage. Crew members appreciated those efforts. Secretary asked those getting off vessel to leave rooms clean and supplied with fresh linen. She also suggested members check dryer vent for potential fire prevention. Captain Kummernes requested that crew members not wear work shoes in the house. Educational director talked about the importance of reading the *Seafarers LOG* to stay informed on issues affecting the maritime industry. He advised seamen to take advantage of the Piney Point school to enhance their skills. Treasurer reported \$2,000 in ship's fund. No beefs or disputed OT reported. Crew reported outstanding meals throughout voyage.

**JOHN J. BOLAND** (American Steamship Company), July 21 – Chairman **Paul S. Gohs**, Secretary **Khaled M. Alasaadi**, Educational Director **Terrance A. Pyrlik**. Chairman informed members who had their TWIC card issued before October 2008 that they will need to know their PIN. Weingarten Rights were explained to crew and information booklet was placed in recreation room. Educational director encouraged Seafarers to upgrade skills at the Paul Hall Center in Piney Point, Md., to gain additional training and to increase their employment options. Treasurer noted \$750 in satellite fund. No beefs or disputed OT reported. Members voted to each contribute to the satellite TV fund. Crew requested seniority list be sent to the vessel. The importance of eye safety was stressed. Crew members must wear goggles when paint is being chipped and when using power washer.

**MAERSK VIRGINIA** (Maersk Line, Limited), July 26 – Chairman **Mohamed S. Ahmed**, Secretary **Rachael C. Figueiredo**, Educational Director **Donald M. Christian**, Deck Delegate **Roberto Flores**, Engine Delegate **Sjamsidar Madjidji**. Bosun stated payoff to take place in Newark, N.J., on Aug. 3. He reported a great crew and smooth trip. Mariners were reminded to clean lint filter in dryers and leave rooms clean and supplied with fresh linen for reliefs. Educational director urged seamen to take advantage of Piney Point school to enhance

their skills. Treasurer reported \$3,800 in ship's fund. No beefs or disputed OT reported. It was reported that ice machine and coffee machine need to be fixed or replaced. Motion was made to increase retirement benefits. Next ports: Newark, N.J., Charleston, S.C. and Norfolk, Va.

**ALLIANCE ST. LOUIS** (Maersk Line, Limited), Aug. 9 – Chairman **David Campbell**, Secretary **Rudolph Daniels**, Educational Director **Roger L. Dillinger Jr.**, Deck Delegate **Russell D. Haynes**, Engine Delegate **Malachi L. Tannis**, Steward Delegate **Vincent Chavez**. Chairman noted the *Seafarers LOGs* were received and distributed at the start of voyage. He reported crew did an excellent job on piracy prevention, standing watches and following Maersk policy. He announced payoff on Aug. 22 in Jacksonville, Fla. Educational director encouraged members to check out what the union-affiliated school has to offer. No beefs or disputed OT reported. Recommendation was made to increase pension benefits and lower seatime requirements for pension. Vote of thanks was given to the steward department for great food. Next ports: Jacksonville, Fla., Charleston, S.C., Wilmington, Del. and Portsmouth, Va.

**EAGLE** (Maersk Line, Limited), Aug. 16 – Chairman **Timothy D. Koebel**, Secretary **John G. Reid**, Educational Director **Ronald M. Pheneuf**, Deck Delegate **Doug Hodges**, Engine Delegate **Daryl D. Thomas**, Steward Delegate **Maria Garcia**. Chairman discussed dress code, FEMA emergency leave and computer/email time sharing. He also discussed other shipboard protocol. Secretary stated stores would be received in Houston and thanked fellow mariners for helping keep ship clean. No beefs or disputed OT reported. Motion was made concerning cleaning penalty time and next contract. Motion was made concerning engine-department OT. Second dryer hook-up is in progress. Crew would like satellite and internet service for everyone. Next ports: Charleston, S.C., Houston, Mobile, Ala. and Norfolk, Va.

**HORIZON KODIAK** (Horizon Lines), Aug. 10 – Chairman **Christopher K. Pompel**, Secretary **Alan E. Hollinger**, Educational Director **Jess Cooper**, Engine Delegate **Ralph D. Thomas**. Chairman reported payoff August 10 in Tacoma, Wash. He advised Seafarers to keep all necessary shipping documents, tests and drug screening up-to-date. Secretary expressed

## On the Job at Harley Marine

Safety Director Mark Von Siegel submitted these recent photos of SIU members at Harley Marine NY in Port Elizabeth, N.J. Seafarers at Harley Marine NY provide tug and barge service in New York Harbor, including bunkering.



Mate Marcos Velez operates the 73.5-foot tug *St. Andrews*, pushing a barge.



AB/Deckhand Jack Sica and Barge Captains Raymond Churchill and Rexford Nunemaker tie up a barge to a vessel.



Seafarers move the 308-foot barge *Chrestensen Sea* closer to their targeted job.



Engineer James Mulhern, AB/Deckhand Jack Sica, Capt. Jess Canterbury and Mate Marcos Velez are pictured aboard the tugboat *St. Andrews*.

gratitude for help keeping public areas neat. He spoke about communication with the Tacoma hall and it was reported that having a discharge was not necessarily enough to work in a specific rating. You must have completed the applicable course or courses and certification as well. Bottom line: Don't put off upgrading. Educational director urged mariners to upgrade language skills and reminded them of opportunities to earn associate or bachelor's degree at maritime training center in Piney Point, Md. He also reminded crew of scholarship grants that are available to Seafarers and their dependents. No beefs or disputed OT reported. Seafarers were asked to be considerate about what items are put in the dryer at night and to keep lint trap clean to avoid a fire hazard. Next ports: Tacoma, Wash., Anchorage, Alaska and Kodiak, Alaska.

**MAERSK OHIO** (Maersk Line, Limited), Aug. 9 – Chairman **James L. Joyce Jr.**, Secretary **Oswaldo Ramos**, Deck Delegate **Kadir P. Amat**, Engine Delegate **Abdulnaser K. Saeed**, Steward Delegate **Jerry E. Stuart**. Bosun thanked crew members for working well together and urged them

to contribute to SPAD (Seafarers Political Activity Donation). Educational director advised crew to upgrade skills whenever possible at the SIU-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Request was made for a new DVD player and satellite radio. Steward department was thanked for hard work and a clean ship.

**RACER** (Maersk Line, Limited), Aug. 9 – Chairman **Thomas P. Flanagan**, Secretary **Milton J. Sivells**, Educational Director **Paul M. Titus**. Chairman announced payoff on Aug. 14 in Charleston, S.C. He asked those departing vessel to leave rooms clean for next crew. He thanked everyone for "good work and safety awareness." Educational director recommended all mariners enhance their skills at the Piney Point school. No beefs or disputed OT reported. Crew members would like new treadmill. The need was expressed for heaters and fans in rooms. Crew thanked steward department for job well done. Next port: Charleston, S.C.

**USNS LAWRENCE GIANELLA** (Ocean Shipholdings), Aug. 9 – Chairman **Bernardino R. Eda**, Secretary **Karl E. Meyer**,

Educational Director **Larry F. Phillips**. Chairman reminded crew to keep track of their overtime and compare it to vouchers. Non-illness bonus voucher to be given at payoff, after 120 days accumulated, turn it in with vacation check application. He discussed importance of filing renewals for all necessary seafaring documents in advance so you don't get left on the beach. Crew was asked to be courteous to fellow shipmates and limit time on satellite phone to 10 minutes. Secretary asked all departing crew to clean their rooms and leave keys and fresh linen for reliefs. He thanked Chief Cook **Mario Fernandez** for a job well done feeding crew. Steward assistants and DEU were thanked for keeping house clean. Educational director talked about upgrading at the Piney Point school. He stated in light of rough economy, don't just rely on your current endorsement to keep you employed. Instead, increase your expertise. No beefs or disputed OT reported. Ship's itinerary was discussed and request was made for new furniture in crew lounge. AB asked fellow crew members to be courteous and not slam doors in passageways as off-duty watchstanders sleep.



Pictured from left to right are boatmen from the Crowley tug *Resolve*: Capt. John Callaway, AB Sean Walker, CM Roger Stanus and A/E Stephen Jones.



Newly retired Chief Electrician Oswald Bermeo (center) recently stopped by the union hall in Ft. Lauderdale, Fla., to pick up his first pension check. His wife, Ana, accompanied him. Safety Director Kevin Marchand (right) congratulated Bermeo on the milestone.



The *Overseas Houston* crew includes (from left) SA Mohamed Ahmed, Chief Cook Abdullah Falah, Recertified Steward William Burdette and Recertified Bosun Lawrence Zepeda.



Crane Maintenance Electricians working at GFC Crane Consultants include Seafarers (from left) Peter Baranowski, Dale Janssen and Brian Wilder.



SA Emmanuel De Gracia (right) receives his full union book from Patrolman Brian Guiry at the Jacksonville, Fla., hall



2nd Mate Mark Bailey (left) picks up his first pension check at the Jacksonville hall, where he is greeted by Patrolman Brian Guiry.



Chief Electrician Michael Papaioannou proudly displays his A-seniority book after acquiring it in Jacksonville.

## With Seafarers in Florida

## Know Your Rights

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

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

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

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

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

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

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

**PAYMENT OF MONIES.** No monies are to be paid to anyone in any official capacity in the SIU unless an official

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

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

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

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

**SEAFARERS POLITICAL 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.

# Seafarers Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months of 2009. All programs are geared to improving the job skills of Seafarers and to promoting the American maritime industry.

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

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

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

## Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	October 12	November 6
ARPA	November 16	November 20
Bosun Recertification	October 13	November 2
Government Vessels	November 16	November 20
Radar	November 2	November 13
Specially Trained Ordinary Seaman (STOS)	October 19	October 30

## Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Operations (BAPO)	November 9	December 4
FOWT	October 12	November 6
Marine Electrician	October 26	December 18
Pumpman	October 5	October 16
Welding	September 7 October 5 November 2 November 30	September 25 October 23 November 20 December 18

## Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	November 30	December 11
Basic Firefighting/STCW	November 9	November 13

Course	Start Date	Date of Completion
Medical Care Provider	December 14	December 18

## Steward Upgrading Courses

Galley Operations/Advanced Galley Operations

These modules start every Monday.

Certified Chief Cook/Chief Steward

These classes start every other Monday. The most recent class began September 21.

## Academic Department Courses

General education and college courses are available as needed at the Paul Hall Center. In addition, basic vocational support program courses are offered throughout the year, two weeks prior to the beginning of a vocational course.

The following opportunities are currently available: Adult Basic Education (ABE), English as a Second Language (ESL), a College Program and a Preparatory Course. When applying for preparatory courses, students should list the name of the course desired on upgrading application. An introduction to computers course, a self-study module, is also available.

## Online Distance Learning Courses

"Distance learning" (DL) courses are available to students who plan to enroll in classes at the union-affiliated Paul Hall Center for Maritime Training and Education. The online courses are not mandatory, but they are structured to benefit students who eventually attend other classes at the Paul Hall Center, which is located in Piney Point, Md.

The online courses are: DOD Level 1 Antiterrorism Awareness Training, MSC Environmental Awareness, First Aid Preparation, Global Maritime Distress and Safety System, Hazardous Material Control and Management, Hearing Conservation, Heat Stress Management, Bloodborne Pathogens, Shipboard Pest Management, Respiratory Protection, Back Safety, Fixed Fire Fighting Systems, Shipboard Firefighting, Portable Fire Extinguishers, Fire Fighting Equipment, Shipboard Water Sanitation, Crew Endurance Management, Basic Math Refresher, Intermediate Math Refresher, Marine Engineering Mathematics Preparation, Introduction to Navigational Math, Basic Culinary Skills, and Chief Cook Preparation.

Students MUST have access to the internet and an e-mail address in order to take the aforementioned classes. Each course must be taken online, not at the Paul Hall Center. E-mail addresses should be provided on applications (printed neatly) when applying. Applicants should include the letters DL when listing any online course on the upgrading application form below.

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



## UPGRADING APPLICATION

Name \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_

Deep Sea Member  Lakes Member  Inland Waters Member

*If the following information is not filled out completely, your application will not be processed.*

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_ E-mail \_\_\_\_\_

U.S. Citizen: Yes  No  Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

Are you a graduate of the SHLSS/PHC trainee program?  Yes  No

If yes, class # \_\_\_\_\_

Have you attended any SHLSS/PHC upgrading courses?  Yes  No

If yes, course(s) taken \_\_\_\_\_

Do you hold the U.S. Coast Guard Lifeboatman Endorsement?

Yes  No Firefighting:  Yes  No CPR:  Yes  No

Primary language spoken \_\_\_\_\_

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

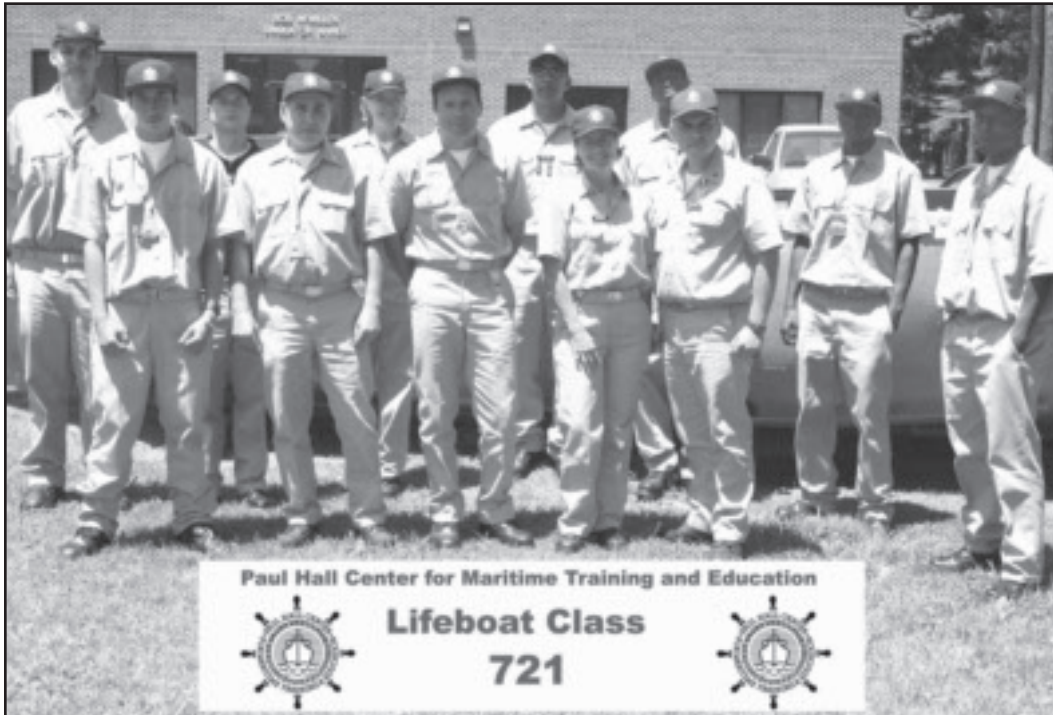
*NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.*

*Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.*

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

10/09

# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class** – Fourteen individuals completed their training in this 60-hour course June 12. Graduating (above, in alphabetical order) were: Malcolm Adams Jr., Shawn Bising, David Chavez, Daniel Conner, Andrew Gronotte, Kevin Hanmont, Nita Holly, Ricky Howard, Boyko Kovaichev, Amin Mohamed, Jeremy Salas, Sutthipong Ticer, Antoine White and Matthew Wiese. (Note: Not all are pictured.)



**Fast Rescue Boat** – The following mariners (above, in alphabetical order) on Aug. 21 completed this 30-hour course: Marie Acosta, William Dowzicky, Ernie Frank, Felix Garcia, Rick James, Kjell Liadal and James Tyson. Their instructor, Stan Beck is standing third from left.



**Medical Care Provider** – Seven upgraders on July 24 completed this 24-hour course. Those graduating, above, in alphabetical order, were: Alfred Drake, Owen Gallagher, Geoffrey Gavigan, Steven Haver, Christopher Paul, James Robinson and Troy Tadlock. Their instructor, Mike Roberts, is at left.



**Welding** – The following Seafarers, above, in alphabetical order, completed this 103-hour course July 24: Daniel Chisom-Coffey, Bryan Clark, Joel Encarnacion, Arthur Kately, Emilio Ordaniel, Ronaldo Quinones and Lamont Robinson. Buzzy Andrews, their instructor, is standing fourth from left.



**Basic/Advanced Fire Fighting** – Four individuals on July 31 completed training in this 41-hour course. Those graduating, above, in alphabetical order, were: Joseph Matte, Richard Saunders, Mark Turner and Joseph Weller. Mark Cates, their instructor, is at left.



**Medical Care Provider** – Ten upgraders completed this course on September 4. Graduating (above, in alphabetical order) were: Daniel Avery, Jose Boza, Helbert Esquivel, Nat Lamb, Raymond Maldonado, Karl Mayhew, Robert Ott, Paublito Ramos-Ortiz, Travis Rose and Aaron Wood. Mark Cates, their instructor, is at right.



**STOS** – Nine Seafarers on Sept. 4 finished this 70-hour course. Graduating (above, in alphabetical order) were: Oheneba Ackon, Ali Ali, Angelito Basa, Kenneth Benton, Noel Coralde, Fethanegesi Demor, Nathaniel Rana, Salahuddin Saleh and Danna Williams. Tom Truitt, their instructor, is at right. (Note: Not all are pictured.)



**ARPA** - Four upgraders completed this course on July 24. Graduating (above, from left) were: Carron Richardson, Rafael Linila, William Johnson and Cesar Runatay. Their instructor, Stacy McNeily, is at right.

# Paul Hall Center Classes



**Tank Ship Familiarization (DL)** – Nineteen Seafarers on Aug. 7 completed their training in this course. Graduating (above, in alphabetical order) were: Marie Acosta, Noli Aguirre, Leonard Ajoste, William Bolden, Donato Camandang, Noel Coralde, Desiree Crockett, Virgilio Demegillo, Koksai Demir, Joel Encarnacion, DeCarlo Harris, Everett Henry, Bryan Maddox, Emilio Ordaneil, John Parkuhrst, Bernabe Pelington, Stephen Roell, Gerard Rogers and Rodolfo Vecino. Jim Shaffer, their instructor, is at left.



**Inland DDE Test Prep** – Four individuals on Sept. 4 graduated from this course. Completing the training (above, in alphabetical order) were: Dallas Hemmenway, Joseph Matte, Art Schwendemen and Joseph Wellez. Their instructor, Jay Henderson, is at right.



**GMDSS** – The following upgraders (above, in alphabetical order) on Aug. 7 completed their training requirements in this course: Alfred Drake, Felix Garcia, William Johnson, Rafael Lanila, Karl Mayhew, Charles Mull, Christopher Paul, Korron Richardson, James Robinson and Troy Tadlock. Their instructor, Joe Curtis, is at left.



**BAPO** –Thirteen upgraders and Phase III apprentices on Aug. 14 completed their requirements for graduation from this 140-hour course. Completing the training (above, in alphabetical order) were: Brandy Baker-Days, Latiffe Brooks, Derrick Clark, Ricardo Fuentes, Kevin Hunt, Keith Jordan, Rafael Leon, Nicholas Pratt, Keven Reyes-Velez, Gary Richards, Danielle Smith, Jose Smith and Melvin Smith. Jay Henderson their instructor, is at far right



**STCW/BST (Hawaii)** – The above individuals (pictured in no particular order) on Aug. 1 graduated from this course at the Hawaii-based Seafarers Training Center: Kirsten Lindsay, Edwin Menes, Kyle Davis, Mitchell Maggin, Tchafikah Buissereth, Krystal Sanchez, Maria Ochensius, Steven Donohue, Cynthia Salazar, Philip Sandoval, Javonte Smith, Christopher Mims and Erica Robinson.



**STCW/BST (Hawaii)** – Fourteen individuals on July 25 completed this course at the Barbers Point, Hawaii-based Seafarers Training Center. Graduating (above, in no particular order) were: Christopher Pritchett, James, Johnson, Adrian Szmigielski, Anthony Ang, Megan Bachant, Lisa Hyman, Sarah Ewing, Esin Yapa, Brian Kasper, Yoan Nieves, Zachary Harris, Austin Lamont, Andre Pines, and Jason Talbot.



**STCW/BST (Hawaii)** – Eight individuals completed training in this course Aug. 8 in Barbers Point, Hawaii. Graduating (above, in no particular order) were: Andrea Saltsgraver, Kyle Blair, Derek Johansen, Jennifer Geib, Elena Koriavaya, Sotirios Goutzoulis, Catherin Corby and Victor Lopez.



**STCW/BST (Hawaii)** – The following individuals (above, in no particular order) completed this course July 18 at the Seafarers Training Center in Barbers Point, Hawaii: Angela Bollie, Ryan Brown, Bryan Fishburn, Jose Guerra, Eric Hassard, Jeffery Hosaka, Hector Ramos, Hector Martinez, Cvijo Music, Angela Nichols, Kenneth Roth, Benjamin Tansel, Gudron Tucker, and Kourtney Wilson.



**Seafarers Volunteer  
For 'Paint Tacoma' 2009  
- Page 6**



Chief Cook Abdul Hasan



Assorted cheeses, deviled eggs and cranberry aspic are on the menu.

## Good Feeder Horizon Kodiak Calls on ... Kodiak



GUDE Abdulsalam Mohamed

These photos of the SIU-crewed *Horizon Kodiak* recently were submitted to the *LOG* as the vessel completed a port call in Kodiak, Alaska. Seafarers sailing aboard the containership not only may take advantage of the appealing menus offered by their

fellow members from the galley gang, they also can “make room” for the next meal by utilizing the vessel’s well-equipped gym. The workout area was built and furnished last year through a joint effort by the unlicensed crew and officers aboard the ship.



QMED Ralph Thomas



AB Obaid Ali



QEE Jess Cooper



SA Abdulaziz Saleh, SREC Alan Hollinger

### Scrumptious Bread Aboard Overseas Boston

Recertified Steward Carl Poggioli sent these images of some steward-department handiwork aboard the *Overseas Boston*.

