

The

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Seafarers Log

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Maersk Adds 2 RO/ROs To American-Flag Fleet

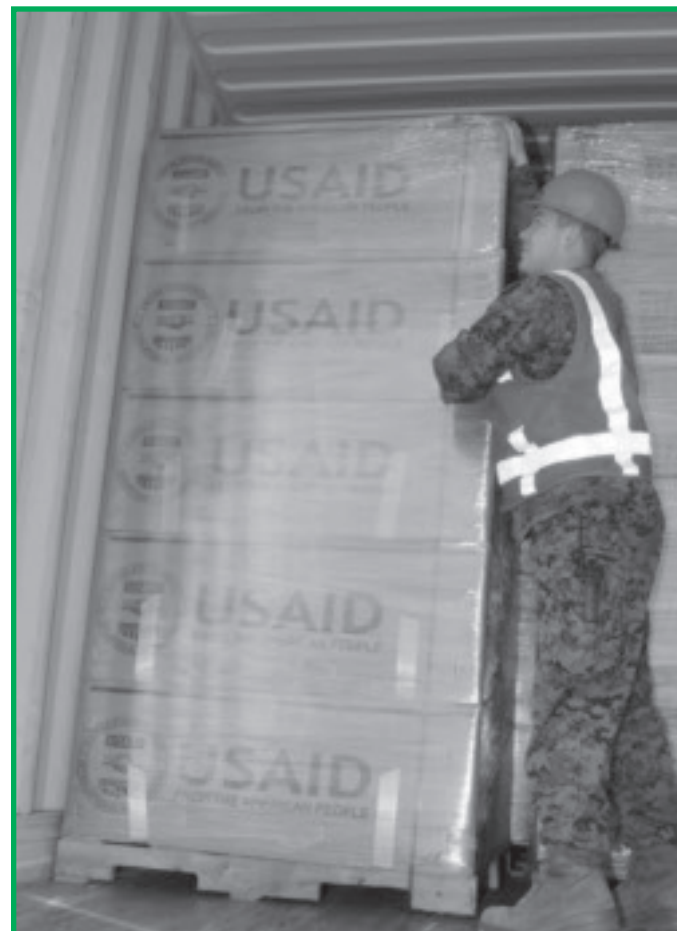
Vessels Signal New Shipboard Jobs for SIU



Seafarers-contracted Maersk Line, Limited (MLL) is in the process of reflagging two ships under the Stars and Stripes. The *Hoegh London* (inset) became the *Alliance Charleston* on Feb. 12, while the *Hoegh Tokyo* (above) was scheduled to be renamed the *Alliance Beaumont* in late February. Page 3.

Seafarers Answer Call in Haiti

SIU members were among the first to mobilize for Haiti relief operations after that nation was struck by a 7.0-magnitude earthquake on Jan. 12. Among the Seafarers-crewed vessels deployed for Operation Unified Response was the prepositioning ship *USNS 1st Lt. Jack Lummus*, pictured loading cargo in Jacksonville, Fla., before sailing to the devastated country. In the other photo (right), Marine Staff Sgt. Jonathon Thompson inspects cargo from the U.S. Agency for International Development (USAID) and the Marine Corps at Blount Island Command before loading it aboard the *Lummus* (U.S. Navy photo by Mass Communication Specialist 1st Class Leah Stiles). Pages 10-11.



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President's Report

New Ships, New Jobs

There's never a bad time for the SIU to gain new shipboard jobs, but considering our nation's ongoing economic woes, I am especially pleased to report Maersk Line, Limited's current addition of two roll-on/roll-off vessels to the Seafarers-contracted fleet.

As highlighted on our front page, Maersk is reflagging two modern vessels under the Stars and Stripes. These are outright additions for the SIU, and our union will fill all of the unlicensed positions on both ships (the *Alliance Beaumont* and *Alliance Charleston*).



Michael Sacco

More good news is in sight. Aker Philadelphia Shipyard is getting ready to launch another new SIU-contracted tanker, while on the West Coast, NASSCO is gearing up for the christening of the next Lewis and Clark-class vessel, signaling job opportunities for members of the SIU Government Services Division (also, both yards employ union workers).

Our industry continues to feel its share of the effects of the recession, but when Seafarers read about these new ships and others, I hope you share my optimism about the future. We are weathering the tough times and we are continuing to secure work aboard vessels like the new Maersk ships, the new T-AKE vessels, Sealift Inc.'s recently reflagged cargo ship *Mohegan* (another outright addition), Crowley's new ATBs, new tugboats in the Gulf and more.

Even with today's overall economic challenges, these are exciting times for our union. I look forward to reporting on more gains in the months ahead.

MTD's Vital Importance

As of this writing in mid-February, I understand there's snow on the ground in 49 of our 50 states. Despite that cold reality, we are not relocating the union's headquarters to Honolulu – not surprisingly, the only state to dodge the snow.

However, no matter how bad the weather gets, we are preparing for the winter executive board meeting of the Maritime Trades Department, AFL-CIO.

For our newer Seafarers who may be unfamiliar with the MTD, you should know that this is one of our most important affiliations. The MTD was formed in 1946 and is a constitutional department of the AFL-CIO. It has 23 affiliated unions, including the SIU, with a combined membership of more than 5 million. The MTD also consists of 21 port maritime councils across the nation and in Canada.

Last fall, I was honored to be re-elected as MTD president. And as I've said from time to time, let me assure you that when you go anywhere representing an organization with 5 million members, people listen.

What it boils down to is that the MTD's structure and affiliates help give maritime workers a recognizable presence throughout North America. Like any effective grassroots organization, the MTD, especially through its port councils, enables its affiliates to combine resources on issues that are crucial to rank-and-file members.

During our regular meetings as well as at our conventions, we map out the best strategies to promote and protect the job security of members of the MTD unions. The meetings also serve as a forum for representatives of our military, government and different segments of the industry to share in the planning and reinforce their respective commitments to the U.S.-crewed, American-flag fleet.

The bottom line is the MTD is a huge part of our strength.



Next T-AKE Ship, USNS Charles Drew, Set for Christening

The christening and launch of the *USNS Charles Drew* (pictured above and at right while under construction) is scheduled to take place Feb. 27 at the union-contracted General Dynamics NASSCO shipyard in San Diego. Like the other vessels in the Lewis and Clark-class of dry cargo/ammunition ships, the *USNS Charles Drew* will be crewed in the unlicensed positions by members of the SIU Government Services Division. The *USNS Drew* is named after the African-American physician and medical researcher who pioneered blood banking and transfusions in the 1940s. Other ships in the class include the *USNS Lewis and Clark*, *USNS Sacagawea*, *USNS Alan Shepard*, *USNS Richard Byrd*, *USNS Robert Peary*, *USNS Amelia Earhart*, *USNS Carl Brashear*, *USNS Wally Schirra*, *USNS Matthew Perry*, *USNS Washington Chambers* and *USNS William McLean*.



Congressional 'Sail-In' Announced

Officials Cast Wide Net for New Support in Congress

The U.S. Maritime Coalition recently announced the first ever Congressional "Sail-In," which is scheduled to take place on Capitol Hill on May 13, 2010.

The event represents the American maritime industry's plan to bring together a diverse group of maritime professionals in an organized fashion to lobby Congress, according to the coalition. A main purpose of the Sail-In is increasing Congressional awareness of the importance of America's maritime industry to the economic and national security of the United States. Another focal point of the event is to generate support for the programs and policies important to the survival and growth of the United States-flag merchant marine and to the jobs of American merchant mariners as well as the rest of America's maritime workforce.

"The maritime industry is the backbone of the American and global economy," said Vice Admiral Albert J. Herberger, USN (Ret.), former Administrator for the U.S. Maritime Administration, and former Deputy Commander-in-Chief for the U.S. Transportation Command. "We represent thousands of jobs, billions of dollars in investment and we are the critical connection to the global economy. We can't take it for

granted that government understands the complex nature of the American maritime industry and the necessity of the U.S.-flagged merchant fleet."

The Sail-In is designed to mimic the idea of a fly-in, a tactic that many companies use to rally support. Hundreds of hard-working individuals from across the American maritime industry have been invited to Washington to participate. Individuals will be separated into teams and will see as many members of Congress as possible in as many Congressional offices as possible throughout the day. The meetings will entail informing Congressional representatives of the American maritime industry's importance to economic and national security as well as the thousands of jobs created and maintained as a result of the industry.

When announcing the event, the coalition noted that anyone who is interested is encouraged to visit <http://www.maritimeindustrysailin.com> in order to get information and register (at no cost) for the Sail-In.

The U.S. Maritime Coalition is a volunteer group of representatives from throughout the U.S. maritime industry, including shipboard labor unions.



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

SIU-Crewed Maersk Fleet Grows by 2

RO/ROs Alliance Beaumont, Alliance Charleston Reflag U.S.

In a major maritime development, the union is adding two roll-on/roll-off (RO/RO) vessels to its contracted fleet.

At press time, SIU-contracted Maersk Line, Limited (MLL) was in the process of reflagging two modern ships under the Stars and Stripes. The *Hoegh London* became the *Alliance Charleston* on Feb. 12, while the *Hoegh Tokyo* was slated to be renamed the *Alliance Beaumont* around month's end.

The *London/Alliance Charleston* was constructed in 2008, while the *Tokyo/Alliance Beaumont* was built in 2004. Each 27,000 DWT-ship is 751 feet long and has more than 710,000 square feet of cargo space. Each can carry 7,900 car equivalent units (CEU) and can sail at greater than 20 knots.

The vessels were constructed by Daewoo Shipbuilding. One of them, the *Alliance Beaumont* will enroll in the U.S. Maritime Security Program (MSP).

"It would be an understatement to call this a welcome event," said SIU President Michael Sacco. "These ships mean new jobs for the SIU membership. Also, as on other occasions when militarily useful tonnage has entered the American-flag fleet, the reflagging of the *Alliance Charleston* and the *Alliance Beaumont* helps our country's national and economic security. These vessels will help maintain the pool of well-trained, loyal American crews who answer our nation's call in peace and war."

In a communication to top officials at the U.S. Transportation Command, U.S. Department of Transportation and U.S. Coast Guard, respectively, MLL President and CEO John Reinhart said that in order to accomplish the flag-ins, "We worked together with MarAd, the U.S. Coast Guard, the EPA and our maritime labor partners to achieve another

important milestone. We appreciate this positive cooperation, which resulted in the expansion and modernization of the U.S. Merchant Marine fleet to serve our nation, support the military and create employment for the U.S. mariners."

In addition to helping ensure availability of reliable civilian crews, the MSP also gives the military access to a state-of-the-art intermodal network around the world. With roots dating to the mid-1990s, the program currently provides for a fleet of up to 60 vessels. Many of those ships are crewed by SIU

members, and they help equip America to provide sealift for U.S. armed forces. High-ranking military officers have pointed out that the MSP fleet provides this national security asset at a substantially lower cost than the government owning and maintaining an equivalent capability.

Moreover, an American-flag commercial fleet operating in international trade enables the government to offer global economic and agricultural assistance programs, and provides the crews that are used to sail government reserve vessels in time of need.



The *Hoegh London* in mid-February was reflagged American and renamed the *Alliance Charleston*.



Scheduled for reflagging in late February, the *Hoegh Tokyo* will be renamed *Alliance Beaumont* and will enroll in the U.S. Maritime Security Program.

American Maritime Union Presidents Urge Additional Efforts In Anti-Piracy Campaign

The presidents of six maritime unions last month urged the Obama administration to build upon earlier efforts to combat piracy.

In a letter to Secretary of State Hillary Clinton, Secretary of Transportation Ray LaHood and Secretary of Defense Robert Gates, the union leaders thanked the administration for its anti-piracy actions but pointed out that mariners remain at risk.

Signing the letter were the following union presidents: Michael Sacco, Seafarers International Union; Tom Bethel, American Maritime Officers; Don Keefe, Marine Engineers' Beneficial Association; Tim Brown, Mates, Mates & Pilots; Gunnar Lundberg, Sailors' Union of the Pacific; and Anthony Poplawski, Marine Firemen's Union.

In part, the letter reads as follows:

"On behalf of the American merchant mariners our organizations represent we respectfully ask that you work with us to develop and implement the programs and policies necessary to protect U.S.-flag vessels and

their United States citizen crews from acts of piracy. Despite efforts over the past 10 months, American mariners face an ongoing threat.... Our organizations continue to work with American shipowners and government agencies to ensure mariners have the training they need to help repel pirate attacks. However, these non-lethal measures alone are not enough as piracy becomes more sophisticated and deadly. American crews need and deserve to have their government standing shoulder to shoulder with them to combat this ongoing threat.

"We agree that international patrols in high-risk waters, international conferences and meetings – including those of the United Nations' CGPCS (Contact Group on Piracy off the Coast of Somalia) – and international aid efforts can all help bring attention to the problem and may ultimately lead to long-term solutions. However, until there is an effective international response in place the United States Government should act forcefully to protect U.S.-flag vessels and their American citizen crews. ...It is extremely impor-

tant that our government be prepared to respond, as it did so effectively during the situation involving the *Maersk Alabama*, with speed and force each time a U.S.-flag ship is attacked and the vessel and its American crew are taken hostage.

"We further believe that our government should not consider after-the-fact legal actions against U.S.-flag shipowners who, as a last resort, pay a ransom to secure the safe release of their American citizen crews as the best solution to the problem of piracy. It would be unconscionable for the United States government to turn its back on or to dictate that American shipowners turn their backs on the American merchant mariners who willingly sailed into harm's way in service to their country. We are proud that throughout our history American merchant mariners have served with distinction as our nation's fourth arm of defense. America's merchant mariners never have and never will shirk their responsibility to deliver the goods whenever and wherever needed. For this reason, we do not subscribe to an international call for mariners to boycott the waters most at risk to attack by pirates. Rather, we believe that just as land-based criminals know they will face strong and swift retribution when they attack innocent victims, we believe seaborne pirates should know they will be treated no differently.

"A plan to repel and fight piracy must be as forceful and as unrelenting as piracy itself. We suggested immediately following the attacks against the *Maersk Alabama* and *Liberty Sun* last year that the most effective step that can be taken in response to aggressive action against U.S.-flag ships and their American crews is for our government to provide U.S.-flag vessels with the on-board armed force protection necessary to repel acts of piracy. We remain convinced that this approach still represents the most effective course of action that can be taken. Nonetheless, we appreciate and strongly support the recent decision by the Department of Defense to assist U.S.-flag vessel operators in contracting with private security forces for U.S.-flag vessels carrying military cargo in high-risk waters. We ask that all agencies of the Federal government immediately follow the Defense Department's lead so that all U.S.-flag vessels transporting military as well as non-military government cargoes receive the same type of support."

Personnel from a U.S. Coast Guard maritime safety and security team and from the guided-missile destroyer *USS Farragut* investigate a Somali skiff Feb. 2 in the Gulf of Aden. The *Farragut* is part of Combined Task Force 151, a multinational task force established to conduct anti-piracy operations. (U.S. Navy photo by Mass Communication Specialist 1st Class Elizabeth Allen)



Paul Hall Center Gets Top Marks from NMC

The U.S. Coast Guard's National Maritime Center (NMC) recently conducted a visit/audit to the SIU's affiliated Paul Hall Center for Maritime Training and Education (including the Joseph Sacco Fire Fighting and Safety School) to review the facilities, classrooms and training and found all to be outstanding, including "a professional setting conducive to learning." NMC representatives visited the school to review the Coast Guard-approved coursework and state-of-the-art training provided to mariners at the southern Maryland campus.

The Paul Hall Center is noted industry-wide as offering the most U.S. Coast Guard-approved courses of any



Based in Piney Point, Md., the school features cutting-edge equipment including simulators like the one shown here.

maritime school in the nation. From entry training to license preparation to recertification coursework to academic support and distance learning, students at the school also may earn high school diplomas, college credit and associate's degrees. As many attendees have mentioned since the center opened in 1967, the school helps provide mariners the means to get ahead in the industry.

The Coast Guard observed many of the courses being conducted both at the main campus and at the nearby Joseph Sacco School. Agency officials said that students and instructors were "fully engaged in the class material." The visiting Coast Guard team also pointed out that the teachers thoroughly understood and explained course material and provided excellent instruction. The USCG noted that lab facilities and training aids are "extensive and up to date."

Visitors also reviewed a sampling of curriculums in the school's course development center and found that the methods by which the school developed its coursework to be outstanding. The Coast Guard team further pointed out that the Paul Hall Center's database, security and filing systems are exceptionally good.

The team particularly commended the fire school's basic safety training and medical care provider training as well as facilities themselves.

Overall, the visitors said the school "shows obvious dedication to mariner



The Joseph Sacco Fire Fighting and Safety School (above), part of the Paul Hall Center, was credited for being well-maintained, as was the main campus.

development and safety on the job and throughout training. This school is an excellent display of extreme professionalism."

Paul Hall Center Director of Training J.C. Wiegman agreed that the administrative visit went well.

"The role of the REC (U.S. Coast Guard Regional Exam Center) has changed," he said. "Although NMC directs an audit or visit to take place the

local REC has been tasked to administer and conduct a very lengthy audit. I was pleased to see the professionalism that was exhibited by REC Baltimore. The process from the announcement to the online audit checklist (and) the interface with LCDR (Mark) Palmer and Ms. (Paulette) Chase prior to the arrival made for a smooth audit and I think REC Baltimore did a great job from start to finish."

Apprentice Earns Diploma At Union-Affiliated Paul Hall Center

Unlicensed Apprentice Ali Alhamyari (center) recently earned his high school diploma through the certified program available at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Congratulating him at the February membership meeting are (from left) SIU VP Atlantic Coast Joseph Soresi, SIU Exec. VP Augie Tellez, SIU President Michael Sacco and jersey-clad SIU Secretary-Treasurer David Heindel (showing support for the New Orleans Saints, who won the Super Bowl the night before the meeting).



AFL-CIO President Rich Trumka says among other key steps, the nation's manufacturing capabilities must be restored

AFL-CIO President Trumka Discusses Efforts, Vision of Labor Movement

AFL-CIO President Richard Trumka earlier this year told a National Press Club audience that nothing less than America's national identity is at stake as the labor movement fights to maintain and rebuild the middle class.

In a wide-ranging speech, he also described organized labor's key activities and goals.

"We built our middle class in the 20th century through hard work, struggle and visionary political leadership," Trumka said during the mid-January address. "But a generation of destructive, greed-driven economic policies has eroded that progress and now threatens our very identity as a nation.... A dead-end job with no benefits is not the best our country can do for its citizens."

The federation president said he recently

travelled across the country and was dismayed by the mood and outlook of so many citizens — especially those who can't find work.

"Everywhere I went, people asked me, why do so many of the people we elect seem to care only about Wall Street?" stated Trumka. "Why is helping banks a matter of urgency, but unemployment is something we just have to live with? Why don't we make anything in America anymore? And why is it so hard to pass a health care bill that guarantees Americans healthy lives instead of guaranteeing insurance companies healthy profits?"

"As I travelled from city to city," he continued, "I heard a new sense of resignation from middle class Americans — people laid off for the first time in their lives asking, 'What did I do wrong?' I came away shak-

en by the sense that the very things that make America great are in danger."

Trumka, who last year was elected to head the federation as AFL-CIO President John Sweeney retired, said political action will be vital to the resurgence of the middle class. He said that starting immediately, "Our elected political leaders must choose between continuing the policies of the past or striking out on a new economic course for America — a course that will reverse the damaging trend toward greater inequality that is crippling our nation. At this moment, the voices of America's working women and men must be heard in Washington — not the voices of bankers and speculators for whom it always seems to be the best of times, but the voices of those for whom the

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CIVMAR News

Update on the Habitability Arbitration Cases

As many CIVMARS are aware, since 2006 the SIU has brought a series of grievances to MSC on behalf of CIVMARS who have been provided sub-standard quarters. Several of these grievances were tried at arbitration hearings when MSC and the union could not agree on a resolution to these cases. These cases involved shore-side and shipboard quarters.

On January 26, 2010 the union received an award for the CIVMARS on the *USNS Grapple*. The arbitrator awarded unlicensed CIVMARS \$40 per day quarters allowance for the poor habitability conditions on this T-ARS vessel.

This three-year effort to ensure habitable quarters, or compensation in the event habitable quarters are not provided, has been supported by many hardworking and dedicated CIVMARS. Throughout the years CIVMARS have worked tirelessly to provide much of the evidence needed to win these cases. Many CIVMAR witnesses took time to testify at the hearings. Without CIVMAR testimony, it would be difficult to prevail in these cases.

Each case represents years of work and many thousands of dollars in litigation costs. SIU officials have noted that the quest for a habitable-quarters standard aboard MSC vessels is comparable to the civil rights movement. It is a long journey with victories and setbacks and can only be accomplished with CIVMAR support.

Here is a summary of the decisions so far and status of other arbitration cases:

1. 2007 – Days Inn Hotel: Arbitrator awarded \$40 for a certain period of time to CIVMARS required to stay at the sub-standard hotel while assigned to the East Coast CSU.

2. 2008 – *USNS GRASP*: The first case in the T-ARS class. The arbitrator awarded \$13 (amount of lodging pay from 1979 found in the East Coast collective bargaining) for those CIVMARS assigned four persons to a room. The union argued that this amount was updated by the \$40 rate found in the CMPI.

The union appealed this ruling to the Federal Labor Relations Authority (FLRA) in Washington, D.C. During the Bush Administration the FLRA decision-making process was negatively impacted. FLRA members (judges) were not appointed quickly. If a member resigned they were not quickly replaced. As a result, the backlog of cases before the FLRA grew to several years long.

The union has been advised that the decisions on backlog cases are being made as quickly as possible and generally the oldest cases – which would include the *Grasp* – are being reviewed before the newer cases.

3. 2008 – *USNS COMFORT*: MSC provided \$30 quarters pay to CIVMARS sleeping in quarters with more than four persons to an area. The arbitrator awarded \$40 habitability pay. MSC appealed the decision to the FLRA in 2008. The union requested that the *Grasp* and *Comfort* appeals be combined. We are awaiting a decision from the FLRA.

4. 2009 – *USNS Grapple*: The second case in the T-ARS class. \$40 per day awarded retroactive to May 21, 2007 and payable until the vessel is modified to provide habitable quarters. MSC may now file exceptions to the decision before the FLRA if MSC believes the arbitrator made an error in his decision. An appeal must be made in 30 days.

5. Habitability cases for the West Coast vessels the *Salvor* (2007) and *Mercy* (2009) and the *USS Emory*



Bosun Byron Costa (center) is pictured with Gov't Services Asst. VP Chet Wheeler (right) and Representative Kate Hunt.

Land (2009): The union filed habitability grievances for employees aboard the *Salvor*, the third in TAR-S class of vessels, the *USNS Mercy* and the *Emory Land*. See below for more information regarding these cases.

While all of the arbitrators in the above cases found that habitability conditions aboard the vessels were inadequate, one arbitrator varied on the amount of quarters pay they awarded to CIVMARS.

Future Plans

While the parties await the FLRA appeal decision, the union is evaluating its options as to how to proceed in the cases which have been filed but not yet arbitrated. Information regarding this decision will be sent to CIVMARS via a CIVMAR-GRAM, *Seafarers LOG* article, web-site posting and CSU and shipboard meetings.

CMPI 610 Negotiation Update

In January of this year the *LOG* reported that MSC, the SIU, MEBA and MM&P had received interest-based bargaining training in anticipation of CMPI 610 – Hours of Work and Premium Pay negotiations. The parties agreed to use the interest-based bargaining process for these discussions. Generally, negotiations for CMPI 610 are taking place the first week of each month.

Over the last two sessions the parties have been discussing the CMPI 610 General Provisions. Thus far, the negotiation process has been quite thorough with the parties reviewing each line of every section. One of the main goals of the parties is to ensure that the CMPI revisions make this Instruction clearer and more user-friendly for unlicensed and licensed CIVMARS fleet wide.

Licensed and unlicensed subject matter experts are in attendance to assist the negotiators during the negotiations. Bosun **Byron Costa** attended the February negotiations. Costa has significant sailing

experience in both the private and government maritime sectors. He has sailed in both the east and west coast MSC fleets. Costa has also had prior negotiation experience using traditional negotiation techniques.

Before his arrival at the negotiations, the union provided Costa with IBB training materials. This written information was supplemented with three hours of additional preparation with union representatives and SIU counsel.

In addition to obtaining Costa's expertise for the General Provisions sections, during off hours, union representatives worked with him to review all CMPI 610 sections related to the deck department for information regarding current deck plate work and the application of CMPI 610 payment practices. This will be of great value when the unlicensed deck section language is discussed.

Costa noted that these negotiations were important "because the CMPI 610 needs to be updated and simplified." In addition, he said, "CIVMARS will benefit from a better organized Instruction."

Costa also shared his views regarding the IBB process used in these negotiations.

"After reading about the IBB process I was very skeptical that it would work," he said. Costa found however that this process allowed for "all representatives from labor and MSC to be treated with respect and that led to productive discussions." Costa further noted that his "participation at these negotiations was hard work, but a great learning experience."

Chet Wheeler, assistant vice president for the SIU Government Services unit concluded that Costa's contributions at the discussions were extremely important.

Once again, the union will continue to update CIVMARS regarding the progress of CMPI 610 negotiations with future articles and other communications.

Federation Leads Fight to Rebuild, Maintain Middle Class in America

Continued from Page 4

New Year brings pink slips and give-backs, hollowed-out health care, foreclosures and pension freezes – the roll call of an economy that long ago stopped working for most of us."

He said that the labor movement's

vision for our country includes a national economy that "creates good jobs, where wealth is fairly shared.... But despite our best efforts, we have endured a generation of stagnant wages and collapsing benefits – a generation where the labor movement has been much more about defense than about offense."

Recalling his upbringing, Trumka said he believes the union movement once again can serve as a catalyst for good jobs and a better way of life.

"I grew up in a small town in western Pennsylvania, and I was surrounded by the legacy of my parents and grandparents," he said. "My grandfather and my father and their fellow workers went into mines that were death traps, to work for

wages that weren't enough to buy food and clothes for their families. They and the union they built made those jobs into middle class jobs. When I went into the mine, it was a good job. A good job meant possibilities for me – possibilities that my mother moved heaven and earth to make real – that took me to Penn State and to law school and to this podium."

Among numerous specific steps he outlined that would help improve things for working families, Trumka mentioned the AFL-CIO's five-point program to create more than 4 million jobs. That plan calls for extending unemployment benefits, including COBRA; expanding federal infrastructure and green jobs investments; dramatically

increasing federal aid to state and local governments facing fiscal disaster; direct job creation where feasible; and finally, direct lending of TARP money to small- and medium-sized businesses that can't get credit because of the financial crisis.

He added, "Beyond the short-term jobs crisis, we must have an agenda for restoring American manufacturing – a combination of fair trade and currency policies, worker training, infrastructure investment and regional development policies targeted to help economically distressed areas. We cannot be a prosperous middle class society in a dynamic global economy without a healthy manufacturing sector."

Seafaring Life Suits Sisters Stacy, Samantha

Paul Hall Center Graduates Recommend Maritime Careers

Although it's not every day that one sees two sisters working together in the deck department aboard the same vessel, it should come as no surprise that ABs **Stacy Murphy** and **Samantha Murphy-Ortiz** each found a home in the SIU.

That's because the sisters hail from an SIU family. Their father, **Richard Murphy**, along with a half-dozen cousins and uncles all are or were members of the union. At various times, all of them also upgraded at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. — experiences which helped lead Samantha and Stacy to the school's unlicensed apprentice program.

Samantha graduated with more than a certificate — she met her eventual husband, AB **Hector Ortiz** (then a fellow trainee), at the school, thereby adding to the SIU family legacy.

Like so many of their other family members, the sisters, who ship from the Houston hall, have returned to Piney Point for additional training. Both say they would recommend the union, school and industry to individuals looking for career opportunities.

For Samantha (who also recently earned a 1,600-ton mate's license) and Stacy, the ultimate professional goal is to follow in their father's footsteps and become harbor pilots. Richard Murphy has been a pilot for Alaska Marine Pilots Association since 1990. Samantha also is continuing with part-time modeling work "for fun and for extra money when I'm off the ship."

But it all begins at the Paul Hall Center, say Stacy and Samantha, who are natives of Aransas Pass, Texas.

Foundation at Piney Point

Stacy enrolled in Class 644 and graduated in 2004 "because it's the quickest way to get into the industry, know if you're going to like it and not have to depend on anyone," she recalls.

Stacy's achievement inspired her sister, who arrived at the school later that year and also graduated in 2004 (Class 655), but both of them already had been influenced by their father long before traveling to the southern Maryland campus.

"He grew up dirt poor and got into the maritime industry as a teenager so he could better his life,"



A part-time model, Samantha (left) says she plans to stick with maritime as her full-time profession. When Stacy (right) accompanied her sister on a photo shoot, she took note of the long hours and hard work involved. (Photo by Carl Gross)



Stacy (right) and Samantha graduated from the unlicensed apprentice program in 2004.

Samantha states. "He always told us both to do whatever we wanted, but he also told us that maritime was a really good career choice."

Adds Stacy, "He used to take us for rides when he was a tugboat captain. He taught us to never give up and to pursue your goals. He showed us that no matter where you come from, you can make something of yourself as long as you work hard."

That message obviously got through, notes Recertified Bosun **Tom Minton**, who recently sailed with the sisters on the *USNS Benavidez*.

"Their abilities and their willingness to learn really stand out," says Minton, who has been sailing for 41 years. "They are very good crane operators and they're fun to work with. Most of all, they just have the right attitude — they understand that the only way to get anywhere is through hard work. They always help me out greatly."

Attitudes Change with Times

Both the bosun and the sisters say that most mariners nowadays seemingly take it in stride when females are part of the crew, even though it's still a mostly male industry.

"Most people are really accepting, open and nice," Samantha says. "Some of the guys treat us differently at first until they see we're hard workers."

Both sisters describe the merchant marine as a great career choice, but they also caution that it's not easy.

"Especially if you're female, you have to be strong," Stacy advises. "You have to not let things bother you, and let your work do the talking. But it's a great way to go. For one thing, we both make more money than all of our friends" who work in other fields.

"I personally love it when we set sail and you're just surrounded by nothing but water," Samantha says. "I also like the navigation aspect of it. And even though you're confined to the ship, there's an element of freedom."

Stacy agrees, saying she enjoys "being out there in the middle of the sea. Plus we both like being outside — that's something we realized right away."

Not Quite Moonlighting

There's little doubt that shipboard life has become more inviting to women than it was 20 or 30 years ago. The industry has changed in other ways, too, especially in terms of additional government regulations. Altogether, the trends have blurred if not extinguished old stereotypes of merchant seafarers.

Still, whatever might qualify as the standard image of today's U.S. mariner, it certainly doesn't involve bikinis or leopard-print miniskirts. On that front, Samantha's part-time modeling is unusual and maybe even groundbreaking.

She began modeling in her mid-teens when someone approached her with the idea. In the approximately 10 years that have followed, she graduated from a modeling program based in Corpus Christi, Texas, and has built a long and very diverse list of "photo shoots," live runway shows and other assignments. Showing off everything



Recertified Bosun Tom Minton (left) commends both Samantha (right) and Stacy for their hard work. "They just have the right attitude," Minton says.

from handbags to lingerie, from wedding dresses to tequila, and from hair styles to fitness equipment, Samantha has covered lots of ground.

Despite the potential lure, however, she isn't interested in abandoning her maritime goals for more work as a model.

"It's not as glamorous as it looks," Samantha explains. "There's a lot of sacrifice that comes with modeling in the big time. People say you're away from your family as a mariner, but it's much worse in modeling if you accept one of those jobs."

"It's also a lot of hard work," she continues. "I took my sister with me once, and Stacy basically said the pictures were awesome but it took forever. It's fun, but it's difficult."

Her avocation isn't something Samantha routinely mentions to fellow Seafarers.

"The only people on the ships who know about the modeling are the ones I've built up friendships with," she says. "I don't just freely offer that information, but they all think it's really cool and they are supportive."



Choosing the deck department was an easy decision for Stacy (above) and her sister.



Noorudin Muthala handles a mooring line.



Sunnil Motley helps bring aboard stores.



William Fountain applies a fresh coat of paint.



AB Ruben Siclot (right) guides UAs Noorudin Muthala (left) and Jonmark Newman through the process of making an eye splice.

Seafarers Ensure Smooth Sailing Aboard *Pride of America*

SIU members continue doing their parts to help ensure smooth operations aboard the only U.S.-flag deep-sea cruise ship: the *Pride of America*.

Launched in 2005 and based in Honolulu, the *Pride of America* offers inter-island cruises to Hawaii's four main islands. The NCL America ship is 921 feet long, has 15 decks and can carry more than 2,100 passengers.

Last year, SIU members approved a new long-term contract covering the cruise ship's unlicensed mariners. That agreement includes wage increases and other gains.

Additionally, members of the SIU-affiliated Seafarers Entertainment and Allied Trades Union (SEATU) also approved a long-term pact covering their employment aboard the *Pride of America*. SEATU members work in hospitality jobs aboard the vessel.

Pictured on this page are SIU members and unlicensed apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education working aboard the vessel in 2009.



Selecting the right tool for the job is Amber Fisher.



Sean Smith spruces up part of the vessel's exterior.



Christened in New York City in 2005, the ship is based in Honolulu.



Patricia Ricks lays the groundwork for what will be a shuffleboard area.



Tyrell Perry participates in a lifeboat drill.



Bosun's Mate Marie Acosta (left) and UA Elijah Eastman reflect the good spirits and camaraderie evident throughout the *Pride of America*.

Study: Unions Boost Wages, Benefits

Research Examines Unionization Rates Across Nation

A new report released Feb. 3 by the Center for Economic and Policy Research pinpoints unionization rates, the size and composition of the unionized workforce and the wages and benefits for union workers in each of the 50 states and the District of Columbia.

"The union presence varies across states," said John Schmitt, the author of the report, "but unions substantially raise wages and benefits for workers in every state."

The study, "The Unions of the States," found that in the typical state, unionization is associated with a 15 percent increase in hourly wages. Unionization, according to the report, is also associated with a 19-percentage-point increase in the likelihood of having employer-provided health insurance and a 24-percentage-point increase in the likelihood of having employer-sponsored retirement plans.

Specifically, the study found that:

Unionization rates vary substantially across the states, from below 5 percent of the overall workforce in South Carolina and North Carolina, to more than 25 percent in New York and Hawaii.

The rate in the states right in the middle with respect to unionization is 12.6 percent (the rate in Missouri and Vermont).

The absolute number of union workers in each state also varied greatly in 2009, from just 20,000 in Wyoming to about 2.6 million in California.

Across all the states, unionization is strongly associated with increases in overall compensation (measured by hourly wages and health and pension benefit coverage)

The report used data from the monthly Current Population Survey (CPS) covering the period 2003-2009. In addition to information regarding wage and benefit increases, the study also provides a detailed presentation of the demographic characteristics of each state's workforce, including the share of each state's unionized and non-unionized workforce by gender, racial and ethnic composition. Additionally, the levels of education of unionized and non-unionized workforce are provided.

A full copy of "The Unions of the States," can be retrieved by visiting www.cepr.net/index.php/publications/reports/the-unions-of-the-states/

Crescent Boatmen, Company Reps Emphasize Safety

These photos of SIU boatmen and Crescent Towing officials were taken last year in New Orleans. At that time, representatives from the union-affiliated Paul Hall Center for Maritime Training and Education were visiting

Crescent tugs as part of safety initiative.

Hundreds of Seafarers sail aboard Crescent boats. They are based in New Orleans, Mobile, Ala., and Savannah, Ga.

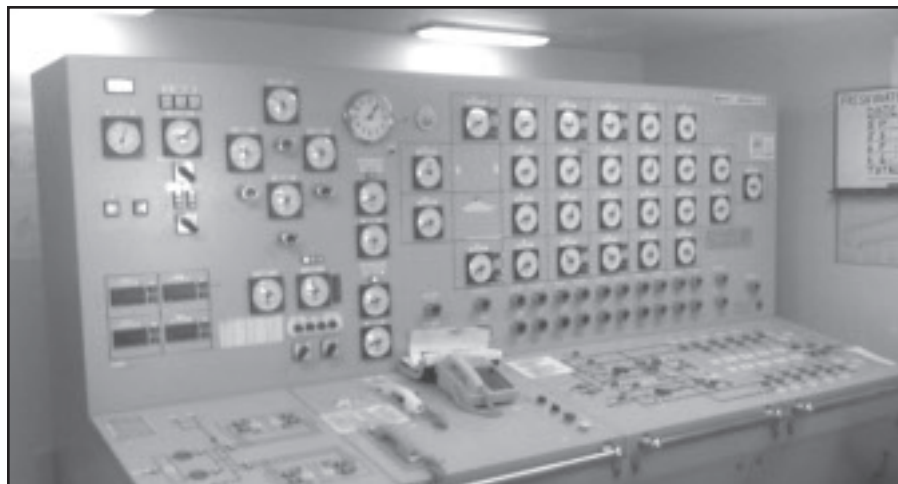


Clockwise starting at above left are Crescent officials and representatives of the Paul Hall Center. The school personnel are Mitch Oakley (second from right) and Harry Gieske (third from left). The company officials are (from left) Tim Shepard, Eric Armstrong, Keith Kettenring, George Yurcisin and Joe Pinner. SIU crewed Crescent tugs recently won safety awards presented by the Chamber of Shipping of America. The company operates a fleet of well-maintained, modern tugs and is quick to credit its SIU crews for outstanding performance. Pictured in the other photos are Engineer Grant Wilkinson (far right) and Deckhand Don Wallace.



New MSP Ship Arrives in Baltimore

As previously reported, the union recently added the multi-purpose RO/RO *Endurance* to its contracted fleet. The 860-foot vessel, formerly named the *Taronga*, is being operated by Crowley for American Roll-on Roll-off Carrier. These photos were taken in early February when the ship arrived in Baltimore. The *Endurance* is enrolling in the U.S. Maritime Security Program – a vital initiative which helps ensure that U.S.-flag vessels and well-trained, dependable American crews are available to the U.S. military during times of crisis.



Seafarer Receives 'A' Book



John Hoskins (left), SIU port agent in Guam, presents an A-seniority book to engine-department Seafarer Billy Duenas. The photo was taken last December at the union hall in Guam.

Celebrating Holidays in Charm City



Seafarers, retirees and family members gather at the SIU hall in Baltimore late last year to celebrate the holiday season.

April & May 2010 Membership Meetings

Piney Point.....	Monday: April 5, May 3
Algonac.....	Friday: April 9, May 7
Baltimore.....	Thursday: April 8, May 6
Guam.....	Thursday: April 22, May 20
Honolulu.....	Friday: April 16, May 14
Houston.....	Monday: April 12, May 10
Jacksonville.....	Thursday: April 8, May 6
Joliet.....	Thursday: April 15, May 13
Mobile.....	Wednesday: April 14, May 12
New Orleans.....	Tuesday: April 13, May 11
New York.....	Tuesday: April 6, May 4
Norfolk.....	Thursday: April 8, May 6
Oakland.....	Thursday: April 15, May 13
Philadelphia.....	Wednesday: April 7, May 5
Port Everglades.....	Thursday: April 15, May 13
San Juan.....	Thursday: April 8, May 6
St. Louis.....	Friday: April 16, May 14
Tacoma.....	Friday: April 23, May 21
Wilmington.....	Monday: April 19, May 17

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

ATTENTION SEAFARERS



STOP

**Have You Made
A Contribution
To The
Seafarers Political
Action Donation
(SPAD)?**

Dispatchers' Report for Deep Sea

January 16, 2010 – February 15, 2010

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
	Deck Department									
Algonac	13	16	2	0	1	0	0	40	25	3
Anchorage	0	3	0	0	1	0	0	0	4	2
Baltimore	5	5	0	4	4	0	1	5	2	0
Fort Lauderdale	13	18	1	13	11	0	5	36	27	5
Guam	4	5	0	0	3	0	0	6	10	0
Honolulu	5	9	1	8	8	0	4	16	16	1
Houston	51	24	2	48	14	4	16	108	48	3
Jacksonville	35	25	3	22	17	0	12	56	42	5
Joliet	8	5	0	0	1	1	0	9	12	4
Mobile	15	3	1	12	1	2	4	20	11	1
New Orleans	12	3	1	15	2	0	5	26	7	3
New York	50	20	1	42	19	2	18	86	35	9
Norfolk	21	11	7	9	14	1	2	39	41	11
Oakland	28	10	1	24	9	1	7	56	18	3
Philadelphia	4	6	0	5	5	0	2	7	10	2
Piney Point	0	3	1	0	5	2	0	2	7	4
Puerto Rico	5	6	1	10	5	0	3	12	13	1
Seattle	34	23	1	21	7	2	14	72	46	7
St. Louis	2	2	0	3	3	0	2	3	4	0
Wilmington	25	25	2	17	14	2	8	56	55	15
TOTALS	330	222	25	254	144	17	103	655	433	79
Engine Department										
Algonac	5	4	0	0	0	0	0	9	7	1
Anchorage	0	2	0	0	1	0	0	0	2	0
Baltimore	3	2	0	7	6	0	1	7	3	0
Fort Lauderdale	9	5	1	4	5	1	2	14	15	3
Guam	2	2	0	1	2	0	0	2	3	2
Honolulu	2	3	1	5	1	0	0	13	9	1
Houston	9	18	2	9	7	0	4	32	27	4
Jacksonville	18	14	0	16	7	0	10	36	32	1
Joliet	3	2	0	0	0	0	0	5	4	0
Mobile	9	3	0	3	3	0	1	13	3	1
New Orleans	7	2	0	5	2	0	1	13	1	0
New York	16	8	1	16	11	0	5	33	17	6
Norfolk	8	18	2	12	10	0	2	26	31	2
Oakland	9	5	2	8	8	1	3	14	11	6
Philadelphia	5	0	0	2	1	0	0	6	1	0
Piney Point	0	3	0	1	0	0	0	2	7	0
Puerto Rico	4	5	0	0	7	0	0	5	13	0
Seattle	15	16	0	12	7	0	7	19	25	1
St. Louis	1	3	1	0	1	0	0	2	9	2
Wilmington	12	14	2	12	9	1	4	36	24	2
TOTALS	137	129	12	113	88	3	40	287	244	32
Steward Department										
Algonac	5	2	1	0	0	0	0	6	6	2
Anchorage	0	1	0	0	0	0	0	0	2	0
Baltimore	7	2	0	5	2	0	0	5	0	0
Fort Lauderdale	8	4	0	5	3	0	2	18	12	0
Guam	3	1	0	0	1	0	1	4	5	0
Honolulu	14	5	0	12	1	0	3	34	6	1
Houston	17	9	1	19	6	0	5	37	10	1
Jacksonville	16	9	1	12	4	1	5	27	11	1
Joliet	0	2	0	0	0	0	0	0	4	0
Mobile	5	1	0	6	1	0	0	9	2	0
New Orleans	5	0	0	3	2	0	1	12	0	0
New York	27	5	0	25	2	0	4	46	13	1
Norfolk	19	9	1	9	6	2	4	15	21	4
Oakland	30	8	2	22	1	1	10	35	11	1
Philadelphia	3	2	0	1	1	0	0	6	1	1
Piney Point	1	2	0	2	2	0	1	3	2	0
Puerto Rico	3	1	0	4	1	0	1	4	1	0
Seattle	21	5	1	17	3	0	2	31	7	1
St. Louis	2	1	0	1	2	0	0	3	3	1
Wilmington	30	1	0	22	2	0	8	58	5	0
TOTALS	216	70	7	165	40	4	47	353	122	14
Entry Department										
Algonac	3	25	2	0	0	0	0	6	30	3
Anchorage	0	4	1	0	2	0	1	0	2	2
Baltimore	1	1	2	0	1	2	0	1	4	1
Fort Lauderdale	0	4	6	0	5	0	0	0	11	12
Guam	0	4	1	0	2	0	0	0	6	2
Honolulu	2	7	2	3	5	2	1	10	12	3
Houston	8	15	6	4	21	5	2	11	35	9
Jacksonville	3	15	5	4	7	3	1	4	40	14
Joliet	3	3	2	0	0	0	0	3	6	3
Mobile	0	2	1	1	4	0	0	0	15	6
New Orleans	0	4	1	0	3	0	0	1	5	8
New York	5	29	5	5	26	2	1	9	51	21
Norfolk	1	25	13	0	16	12	0	1	39	27
Oakland	6	18	10	4	13	4	3	4	39	18
Philadelphia	0	1	1	0	1	1	1	0	1	3
Piney Point	0	2	35	0	1	32	0	0	2	5
Puerto Rico	0	2	0	2	1	0	0	0	4	0
Seattle	6	16	2	5	5	1	2	9	30	7
St. Louis	0	2	2	0	0	0	0	0	2	1
Wilmington	3	11	3	5	5	4	4	5	31	26
TOTALS	41	190	100	33	118	68	16	64	365	171
GRAND TOTALS	724	611	144	565	390	92	206	1,359	1,164	296



Various types of civilian-crewed ships were mobilized for the response mission. They include prepositioning vessels like the *USNS 1st Lt. Jack Lummus* (above), dry cargo/ammunition ships, tankers, a hospital ship and more.



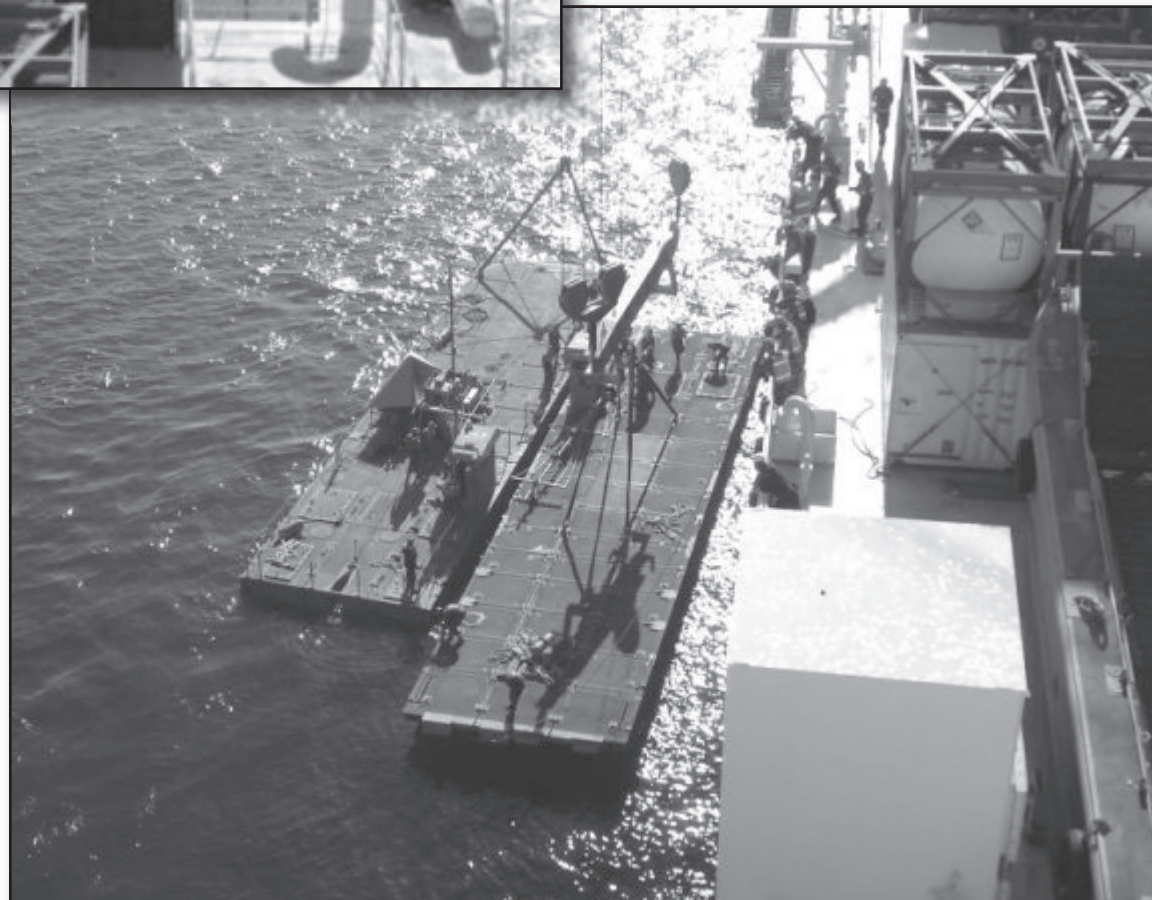
Seafarers bring urgently needed relief supplies to the devastated area.



Teamwork is evident about the SIU-crewed *USNS 1st Lt. Jack Lummus*.



Open Seafarers



Because of damage to port facilities in Haiti, vessels including the *USNS 1st Lt. Jack Lummus* utilize cranes, lighterage and more to deliver vital cargo.



American-flag vessels carried wheeled and tracked vehicles to Haiti.



Relief cargo is ready for loading onto the SIU-crewed *USNS 1st Lt. Jack Lummus* in Jacksonville, Fla. (Navy photo by Mass Communication Specialist 1st Class Leah Stiles)



S 1st Lt. Jack Lummus as the ship transfers cargo ashore.



Mariners and military personnel are working together in Operation Unified Response to deliver vital supplies.

Operation Unified Response

Seafarers Answer the Call, Help Deliver Relief to Haiti



As reported in detail last month, the SIU immediately mobilized for relief operations following the 7.0-magnitude earthquake that struck Haiti on Jan. 12. More than a dozen SIU-crewed ships have sailed in support of the humanitarian mission known as Operation Unified Response. A few of those vessels are pictured on these two pages; the photos were taken from mid-January to early February.

Additionally, the union still is accepting charitable donations for Haiti through the Seafarers Disaster Relief Fund (SDRF). Monies collected via the SDRF will be presented to the AFL-CIO Solidarity Center's Earthquake Relief for Haitian Workers' Campaign.



The CIVMAR-crewed rescue and salvage ship *USNS Grasp* (photo at immediate left) in mid-January takes on fuel and supplies at U.S. Naval Station Guantanamo Bay while en route to Haiti. (U.S. Navy photo by Mass Communication Specialist 1st Class Edward Flynn). In the photo above, sailors assigned to the amphibious dock landing ship *USS Ashland* handle lines during a replenishment at sea with the SIU-crewed Military Sealift Command fleet replenishment oiler *USNS Big Horn*. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jason R. Zalasky)



Fla. (U.S.



The *USNS Sacagawea* moves into position for an at-sea replenishment with the *USS Bataan*. (U.S. Navy photo by Mass Communication Specialist 2nd Class Julio Rivera)



A Haitian boy plays in the water with the hospital ship *USNS Comfort* visible off the coast. (U.S. Navy photo by Mass Communication Specialist 1st Class James R. Stillepec)

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(954) 522-7984

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ST. LOUIS/ALTON

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(253) 272-7774

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



Inquiring Seafarer

Editor's note: This month's Inquiring Seafarer question was asked of upgraders at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Question: What advice would you give to someone who's just entering the maritime industry?

Jim Battista

Recertified Steward

If you are coming into the seafaring industry today, the best thing you can do is get a full education. Shop through all three departments: deck, engine and steward. Look at where you might like to go



and consider what you might like to do. But most of all get the education that you need in order to come out and do the job to keep you safe and healthy. Do a good job while you're on board the vessels.

Memo Elfeky

Steward/Baker

Come to the school here in Piney Point. Take advantage of the good opportunity for yourself and your family. Keep returning to the school and the union halls and be involved and an active part of the membership.



Amy Atterberry

Chief Cook

Push, get out there, and take any job. Get a good reputation, go to the school and

upgrade. Keep your dues paid up and also contribute to SPAD (Seafarers Political Activity Donation). Do what you do well and do what you have to do to get and keep a good job.



David Spaulding

QMED/Pumpman

I went through all the steps of the apprentice program and everything has worked out to give me a great job in a great industry. I got the confidence to work and I advise everyone to upgrade as soon as they feel comfortable. To try



to get the best job possible because there are many opportunities out there for everyone who wants to sail. It will provide great experiences, great travel and good money. Follow the program, follow the steps.

Tony Spain

Recertified Steward

My advice to any young people coming out today is that you get a good education. Get a high school diploma. If you don't have it, Piney Point is here to offer it to you. Make sure when you get here you decide what department is for you: deck, engine or steward. These are some of the things that Piney Point offers for you to better educate yourself and then go out to sea.



Pics-From-The-Past



The tanker *Golden Monarch* (photo at right) was launched in February 1975 at the National Steel and Shipbuilding Company (NASSCO) in San Diego. The 894-foot vessel reportedly was among the first double-bottom ships; it could carry 500,000 barrels of crude oil. Pictured aboard the vessel later that same year (above) are some members of the deck gang (from left): AB Terry White, AB John Bertling, Recertified Bosun John Worley and OS Sam Daugh.

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

MOHAMED ABDULLA

Brother Mohamed Abdulla, 59, joined the union in 1980, initially sailing aboard the *Patriot*. He was born in Yemen. In 1989 and 2002, Brother Abdulla attended classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. A member of the engine department, he most recently shipped on the *Horizon Hunter*. Brother Abdulla is a resident of Baton Rouge, La.

FRANZ BROOKS

Brother Franz Brooks, 65, became an SIU member in 1991 while in the port of New York. His first ship was the *Lawrence Gianella*; his last the *Cape Henry*. Brother Brooks was born in Jamaica. The deck department member settled in Fort Lauderdale, Fla.

HEATH BRYAN

Brother Heath Bryan, 64, started sailing with the Seafarers in 1970 from the port of New York. His earliest trip was with Vivian Tankships. Brother Bryan upgraded his skills on numerous occasions at the Piney Point school. He was born in the West Indies and worked in the steward department. Brother Bryan's final voyage was on the *Seabulk Challenger*. He now lives in Margate, Fla.

CHARLES CLAUSEN JR.

Brother Charles Clausen Jr., 63, began his career with the union in 1974 while in the port of New York. He originally sailed aboard the *McLean*. Brother Clausen often enhanced his seafaring abilities at the SIU-affiliated school in Piney Point, Md. He was born in New York and shipped in the engine department. Brother Clausen's most recent trip was on the *Performance*. He makes his home in Lexington, Md.

KENNETH DUFRENE

Brother Kenneth Dufrene, 65, was born in Los Angeles. He joined the Seafarers in 1979 in the port of San Francisco. Brother Dufrene first worked aboard the *Overseas Chicago*. The deck department member upgraded in 2000 and in 2001 at the maritime training center in Piney Point, Md. Brother Dufrene's last ship was the *USNS Bob Hope*. He resides in Springdale, Ark.

JOHN PERSLEY JR.

Brother John Persley Jr., 65, donned the SIU colors in 1966 while in San Francisco. He initially sailed on the *Elizabeth* as a member of the engine department. Brother Persley is a Louisiana native. In 1973, he took advantage of educational opportunities available at the Paul Hall Center. Brother Persley's final voyage was

aboard the *Grand Canyon State*. He now calls DeBerry, Texas, home.

ALI SALEH

Brother Ali Saleh, 58, joined the SIU ranks in 1975 while in the port of Seattle. His first ship was the *Mobile*; his last was the *Cape Intrepid*. Brother Saleh was born in Yemen. He worked in the deck department. Brother Saleh attended classes in 2002 at the union-affiliated school in Piney Point, Md. He is a resident of Tacoma, Wash.



ASSIE STATHAM

Brother Assie Statham, 65, became a union member in 1988. His earliest trip to sea was on the *USNS Lynch*. Brother Statham frequently took advantage of upgrading opportunities at the Piney Point school. The steward department member was born in Florida. Brother Statham's final ship was the *Guayama*. He lives in Jacksonville, Fla.

INLAND

MILTON BROOKS

Brother Milton Brooks, 62, began shipping with the SIU in 1986. He was initially employed with Delta Queen Steamboat Company. Brother Brooks sailed in the deck department. His last trip was aboard a vessel operated by Orgulf Transport Company. Brother Brooks makes his home in Tampa.

DENNIS CUMISKEY

Brother Dennis Cumiskey, 62, became an SIU member in 1969. He first shipped with Meyle Towing



Company as a member of the deck department. Brother Cumiskey attended classes on three occasions at the Seafarers-affiliated school in Piney Point, Md. He last worked aboard a vessel operated by Taylor Marine Towing. Brother Cumiskey lives in Jenkintown, Pa.

LEO COOPER

Brother Leo Cooper, 62, was born in St. Louis. He sailed with Hvide Marine for the duration of his career.

Brother Cooper upgraded on two occasions at the Paul Hall Center. The engine department member now



calls Harvey, La., home.

VLADIMIR SALAMON

Brother Vladimir Salamon, 69, started sailing with the union in 1997 while in the port of Wilmington, Calif. He was primarily employed with Crowley Towing and Transportation. Brother Salamon was born in Banja Luka, Bosnia, and shipped in the deck department. He enhanced his skills often at the SIU-affiliated school in Maryland. Brother Salamon settled in San Pedro, Calif.



ROBERT STICKNEY

Brother Robert Stickney, 65, donned the SIU colors in 1972 while in the port of Philadelphia. He mainly worked with Interstate Oil Transportation Company. Brother Stickney was born in Pennsylvania but calls Avalon, N.J., home.

GOLDIE THOMAS



Sister Goldie Thomas, 62, joined the union in 1995. She shipped mostly aboard Orgulf Transport Company vessels. Sister

Thomas was a steward department member. She lives in East Prairie, Mo.

GREAT LAKES

RONALD DANDREA

Brother Ronald Dandrea, 65, signed on with the Seafarers in 1977 while in Duluth, Minn. He upgraded on numerous occasions at the Paul Hall Center. Brother Dandrea initially worked aboard the *Austin* as a member of the deck department. His last ship was the *Walter J. McCarthy*. Brother Dandrea resides in Duluth.



PHILIP PIFER

Brother Philip Pifer, 56, became an SIU member in 1972 while in the port of Detroit. His first ship was the *Columbia*; his last the *Alpena*. Brother Pifer attended classes in 2003 at the Seafarers-affiliated school in Piney Point, Md. The engine department member continues



to live in his native state of Michigan.

ALI QURAIISH

Brother Ali Quraish, 67, started sailing with the union in 1993. His earliest trip was aboard the *John Boland*. Brother Quraish, who sailed in the deck department, was born in Yemen. In 2002, he took advantage of educational opportunities at the union-affiliated school on Piney Point, Md. Brother Quraish was last employed on the *Joseph H. Frantz*. He is a resident of Dearborn, Mich.



ALI SAEED

Brother Ali Saeed, 65, began sailing with the SIU in 1969. He was originally employed aboard the *American Seaocean*. Brother Saeed's final trip was with Inland Lakes Management. Brother Saeed worked in the steward department and lives in Detroit.



This Month In SIU History

Reprinted from past issues of the *Seafarers LOG*

1942

Early in the morning on February 26, the SIU-contracted freighter *S.S. Cassimir* was rammed by the *S.S. Lara* off the coast of North Carolina and sank rapidly, taking her six SIU members and the chief mate.

The same week the *S.S. Raritan* struck a shoal at Frying Pan Shoals about 1 a.m. Fortunately the entire crew was picked up by a U.S. Coast Guard vessel and landed at Oak Island, then was given transportation back to New York. During this same week, the *S.S. Marore* was attacked about midnight by three German submarines. Even though she was torpedoed and hit by more than 100 shells, the entire crew escaped in lifeboats. One of the boats rigged a sail and made port at Cape Hatteras. The other two boats, containing 25 men, were spotted by a Navy plane which directed a ship to their rescue.

1943

Effective March 15, the Recruitment and Manning Organization of the War Shipping Administration formulated new shipping rules governing the amount of time a seaman would be allowed to stay ashore between voyages. The rules provided that for any voyage of less than three full weeks, a seaman could only stay ashore four days. For a voyage of 15 full weeks or more, a seaman could stay ashore no longer than 30 days. In the event a seaman vio-

lated his shore leave, the RMO would notify his draft board that the seaman was no longer an active seaman and he would be subject to induction.

1951

The war risk bonuses and the \$10,000 life insurance for areas adjoining China, Korea and South Siberia were extended for six months until Sept. 30, 1951, the date the union's contracts expire. This is the third time the bonuses were extended through negotiations since the Maritime War Emergency Board was dissolved last year. War risk coverage includes, besides insurance, a 100 percent bonus for sailing within any of the five areas adjoining the countries, \$100 attack bonus and \$2.50 a day for sailing in certain other somewhat less dangerous areas.

1963

Testimony began this week to discuss a plan introduced by U.S. Rep. Herbert C. Bonner (D-N.C.) to set up special machinery to deal with maritime labor disputes with the ultimate goal of enforcing mandatory arbitration in all shipping disputes. The AFL-CIO Maritime Trades Department, on behalf of the SIU, its affiliates and other maritime unions, will make a full presentation of the opposition side of the bill before the congressional committee. If enacted, the proposal would rob maritime unions of collective bargaining and the right to strike for better wages and working conditions.

Final Departures



DEEP SEA

LUIGI ALLELUIA

Pensioner Luigi Alleluia, 82, died Oct. 16. Brother Alleluia became a Seafarer in 1961 while in the port of New York. His first trip was with Victory Carriers Inc. He was born in New Jersey and worked in the deck department. Prior to his retirement in 1992, Brother Alleluia shipped on the *Defender*. He settled in Los Angeles.



ALBERT AUSTIN

Pensioner Albert Austin, 65, passed away Oct. 2. Brother Austin joined the SIU ranks in 1987 while in the port of Norfolk, Va. His earliest trip to sea was aboard a Virginia Pilot Corporation vessel.



Brother Austin, a member of the deck department, was born in North Carolina. His final voyage took place on the *Cape Johnson*. Brother Austin became a pensioner in 2008 and settled in Chesapeake, Va.

GARY CORREY

Pensioner Gary Correy, 70, died Oct. 13. Brother Correy began shipping with the Marine Cooks & Stewards in 1976 while in the port of San Francisco. He was born in Portland, Ore., and shipped in the steward department. Brother Correy's final trip to sea took place on the *Manukai*. He started collecting his retirement pay in 1996 and made his home in Seattle.



WILLIAM EMERSON

Pensioner William Emerson, 93, passed away Oct. 7. He was born in Maryland. Brother Emerson started shipping with the union in 1966 in the port of New York. He initially sailed with Paco Tankers.



Brother Emerson was a member of the deck department. His final trip was aboard a Bethlehem Steel Corporation vessel. Brother Emerson went on pension in 1976 and continued to reside in his native state.

THOMAS JINGLES

Pensioner Thomas Jingles, 86, died Oct. 7. Brother Jingles signed on with the Marine Cooks & Stewards prior to their merger with the SIU. He joined in the port of San Francisco and worked in the steward department. Brother Jingles was born in Texas but called Fairfield, Calif., home. He retired in 1973.

FRANK McCOLGAN

Pensioner Frank McColgan, 87, passed away Oct. 21. Brother McColgan joined the union in 1961 while in the port of San Francisco. He was born in California and sailed in the steward department. Brother McColgan was last employed on the *Santa Mercedes*. He was a resident of Santa Rosa, Calif. Brother McColgan became a pensioner in 1979.

MICHAEL MEFFERD

Pensioner Michael Mefferd, 56, died Oct. 30. Brother Mefferd first donned the SIU colors in 1971. He originally shipped aboard a CSX Lines vessel. Brother Mefferd was born in New Orleans and sailed in the engine department. His most recent voyage was on the *Buenos Aires*. Brother Mefferd was a resident of Abita Springs, La. He began receiving his retirement compensation in 2008.

ROBERT THOMAS

Pensioner Robert Thomas, 88, passed away Oct. 16. Brother Thomas became a Seafarer in 1951. The Philadelphia native shipped in the steward department. Brother Thomas's first vessel was operated by Waterman Steamship Corporation. His final trip was aboard the *Beaver State*. Brother Thomas went on pension in 1986 and continued to call Philadelphia home.



CLIFFORD WHIPP

Pensioner Clifford Whipp, 73, died Oct. 21. Brother Whipp was born in Washington, D.C.

He began sailing with the union in 1968. Brother Whipp's first ship was the *Afoundria*; his last was the *Ranger*. He was a member of the engine department. Brother Whipp lived in Baltimore. He retired in 2007.

INLAND

JOHN BLACKMON

Pensioner John Blackmon, 83, passed away Oct. 10. Brother Blackmon, a member of the deck department, began sailing with the SIU in 1944 from the port of New York. His first trip was with Bloomfield Steamship Company. Brother Blackmon was born in Merryville, La. He was last employed aboard a G&H Towing vessel. Brother Blackmon started collecting his retirement compensation in 1987. He resided in Santa Fe, Texas.

THOMAS BRADDY

Pensioner Thomas Braddy, 85, died Oct. 31. Brother Braddy signed on with the union in the late 1950s. He worked primarily aboard Interstate Oil vessels. Brother Braddy settled in Greensboro, N.C. He became a pensioner in 1989.



CHARLES HODGES

Pensioner Charles Hodges, 74, passed away Oct. 27. Brother Hodges joined the union in 1957 in the port of Houston. He was employed with G&H Towing for the duration of his career. Brother Hodges was born in Corpus Christi, Texas. He went on pension in 1997. Brother Hodges made his home in Port Aransas, Texas.



LEON MORGAN

Pensioner Leon Morgan 77, died Oct. 18. Brother Morgan began sailing with the SIU in 1967 while in the port of Philadelphia. He first worked with Gellenthin Barge Lines. Brother Morgan was a New Jersey native. His final



trip was with Interstate Oil Company. Brother Morgan was a resident of Estell Manor City, N.J. He started collecting his retirement pay in 1996.

RONALD NEIBERT

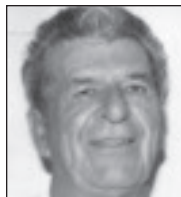
Pensioner Ronald Neibert, 72, passed away Oct. 15. Brother Neibert was born in Maryland. He started his SIU career in 1962. Brother Neibert primarily shipped aboard McAllister Towing of Baltimore vessels. The deck department member retired in 1994. Brother Neibert called Crownsville, Md., home.

RUFUS PRITCHETT

Pensioner Rufus Pritchett, 69, died Oct. 15. Brother Pritchett began sailing with the union in 1996 while in the port of Philadelphia. He was born in Pennsylvania. Brother Pritchett mainly worked with Crowley Liner Services during his seafaring career. He became a pensioner in 2005 and lived in Salem, N.J.

RALPH WICAL

Pensioner Ralph Wical, 69, died Oct. 14. Brother Wical signed on with the SIU in 1981. The Iowa native initially sailed with Steuart Transportation Company. Brother Wical most recently worked with Crowley Towing of Jacksonville as a member of the deck department. He went on pension in 2005. Brother Wical was a resident of Jacksonville, Fla.



NATIONAL MARITIME UNION

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

MANUEL LEBRON

Pensioner Manuel Lebron, 88, passed away Aug. 17. The Puerto Rico native went on pension in 1970. Brother Lebron made his home in Orlando, Fla.

FREDERICK SIEGLER

Pensioner Frederick Siegler, 66, passed away Aug. 8. Brother Siegler was a native of



Philadelphia. He retired in 2009. Brother Siegler lived in Shady Cove, Ore.

ROBERT SMITH

Pensioner Robert Smith, 83, died Aug. 23. Brother Smith was born in Brooklyn, N.Y. He became a pensioner in 1990 and continued to reside in New York.

JOHN SUITS

Pensioner John Suits, 82, died Aug. 14. Brother Suits, a native of Norfolk, Va., went on pension in 1993. He made his home in Groves, Texas.



KOH VEN

Pensioner Koh Ven, 87, passed away Aug. 5. Brother Ven was born in China. He retired in 1987. Brother Ven called New York home.



NORBERTO YBARRA

Pensioner Norberto Ybarra, 84, died Aug. 5. Brother Ybarra was born in Beeville, Texas. He started collecting his retirement compensation in 1984 and settled in Brazoria, Texas.



Name	Age	DOD
Allen, Wynward	99	Oct. 14
Bade, Jose	78	Oct. 9
Barroso, Jose	88	Oct. 24
Brooks, Edward	91	Oct. 15
Gutierrez, Mario	87	Oct. 7
Pasea, Elton	87	Oct. 19
Pusey, Harold	89	Oct. 18
Rodriguez, Angel	85	Oct. 31
Rodriguez, Juan	83	Oct. 23
Rose, Gerald	84	Oct. 29
Williams, Freddie	73	Oct. 10



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.

Pearl (APL Maritime), January 3 – Chairman **Salim Ibrahim**, Secretary **Roger Griswold**, Educational Director **Joaquim Figueiredo**, Deck Delegate **William Rios**, Steward Delegate **David Johnson**. Secretary reminded crew to clean rooms and leave clean linen for relief crew. Educational director reminded everyone of the value of upgrading their skills at the Piney Point school. No beefs reported. Disputed OT resolved in deck department. Crew suggested modifications to pension requirements and stated contract needs to be clarified. Next port: Howland Hook, N.Y.

CS Global Sentinel

(Transoceanic Cable Ship Co.), January 2 – Chairman **Lee Hardman**, Secretary **Vicki Haggerty**, Educational Director **Vladimir Tkachev**, Deck Delegate **Justin Beal**, Steward Delegate **Robert Haggerty**. Chairman reported that new gym equipment, a television and furniture were purchased. He thanked steward department for a nice Christmas and thanked entire crew for keeping ship clean. Education director encouraged mariners to upgrade at the Paul Hall Center for Maritime Education and Training. No beefs or disputed OT reported.

Horizon Discovery (Horizon Lines), Dec. 6 – Chairman **L.D. Jacobs**, Secretary **Gerald Kitsey**, Educational Director **C.A. Steward**. Chairman advised crew to apply for passports and mariner credentials six to 11 months in advance. Secretary reminded crew to check the expiration of their TWIC cards and ensure their TWIC PIN numbers are accurate. Educational director recommended getting information about retirement plan from the union and to upgrade at Piney Point. No beefs or disputed OT reported. Crew suggests changes to pension, vacation and medical plans and asks for a new couch. Crew gave vote of thanks to steward department. Next port: Houston.

Liberty Eagle (Liberty Maritime), January 17 – Chairman **Juan Rivas**, Secretary **Fernando Guity**, Educational Director **Forrest McGee**. Chairman thanked everyone for a great trip. Secretary reminded crew to check expiration of their documents. Educational director encouraged mariners to advance their careers by upgrading at the Paul Hall Center. No beefs or disputed OT reported. Crew requested form for vacation benefit. Crew suggested modifications in optical and dental coverage

and also requested a juice dispenser.

Liberty Glory (Liberty Maritime), January 10 – Chairman **Victor Beata**, Secretary **James Harris**, Educational Director **Marco Rodriguez**. Chairman reminded everyone of a change of command aboard ship and thanked steward department for excellent food. Secretary thanked everyone for keeping ship clean. Educational director encouraged all to upgrade skills at the Paul Hall Center for Maritime Training and Education. No beefs or disputed OT reported but the deck delegate requested a clarification on an aspect of overtime. Crew suggested an increase in pension benefit, a reduction in the number of days for retirement, a percentage of slop chest funds to be applied to the ship's fund, direct deposit aboard ship and a television converter box or satellite television. Next port: Houston.

Maersk Ohio (Maersk Line, Ltd.), January 3 – Chairman **James Joyce**, Secretary **Fidelis Oliveira**, Educational Director **Brian Sengelaub**. Chairman thanked everyone for an outstanding job and for keeping safety a top priority. He also advised crew to take care of their health, especially during long voyages. He thanked the steward department for good food and keeping a healthy environment. Secretary encouraged crew to take advantage of Paul Hall Center opportunities and to remain safety conscious. Educational director recommended watching each other's back when it comes to safety in all departments. No beefs or disputed OT reported. Crew suggested acquiring a new vacuum cleaner and reported fixing a coffee machine.

Overseas Nikiski (Overseas Shipholding Group), Dec. 30 – Chairman **Albert Williams**, Secretary **Joseph Emidy**, Educational Director **Ben Matthews**. Chairman thanked crew for working safely together. Secretary read SIU president's report from *Seafarers LOG*. Crew thanked steward department for job well done. Educational director reminded everyone of the training opportunities at the Paul Hall Center, located in Piney Point, Md. No beefs or disputed OT reported. Next port: Port Everglades, Fla.

Sealand Racer (Maersk Line, Limited), Dec. 27 – Chairman

Aboard the Horizon Producer



Port Agent Amancio Crespo sent along these photos from a Feb. 8 servicing aboard the *Horizon Producer* in San Juan, P.R. In photo above, Recertified Steward George Monseur helps prepare breakfast. In the other snapshot, Chief Cook Bill Blees (right) serves a meal to Bosun Carlos Marcial.



Thomas Flanagan, Secretary **Donna Taylor**, Educational Director **Paul Titus**, Deck Delegate **Mark Smith**. Chairman thanked everyone for a good, safe trip and for keeping their spaces clean. He reminded crew to keep up on their documents and physicals. Educational director encouraged all to keep upgrading at Piney Point. Crew gave steward department vote of thanks for "great holiday meals and daily chow." Next port: Charleston, S.C.

Sunshine State (Crowley Maritime), January 25 –

Chairman **Richard Wilson**, Secretary **Susan Bowman**, Deck Delegate **Weston Hines**, Engine Delegate **Melvin Ratcliff**, Steward Delegate **Rere Paiti**. Chairman reminded crew about parameters for vacation benefits. He also thanked steward department for their hard work and mentioned the captain is working to get a computer and e-mail access on board for the crew. Crew suggested that direct deposit for vacation pay be established and also asked for increase in vacation days to reflect inflation. Next port: Ft. Lauderdale, Fla.

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Pictured above are GVA Gilbert Regalado, Cadet Mak Maley, GVA Jamie Merced, Bosun Daniel Davenport, AB Dennis Bracamonte and AB Noel Camacho.



GVAs Gilberto Regalado and Jamie Merced



Steward/Baker Ronnie Newman



Chief Cook Ingra Maddox



QMED Clinton Cephas



AB Noel Camacho

With Seafarers Aboard the Jean Anne

These photos were submitted by SIU Wilmington (Calif.) Safety Director Abdul Al-Omari following a Jan. 8 payoff aboard the car carrier *Jean Anne* in San Diego. The *Jean Anne* is operated by Interocean American Shipping for Pasha Hawaii Transport.

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 2010. 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 Department Upgrading Courses		
Title of Course	Start Date	Date of Completion
Able Seaman	April 26 June 21	May 21 July 16
ARPA	April 19	April 23
Bosun Recertification	October 18	November 8
Celestial Navigation	May 24	June 18
Fast Rescue Boat	May 3 June 21	May 7 June 25
Lifeboatman	June 7	June 18
Radar Observer (Unlimited)	April 5	April 16
Radar Recertification	March 29 June 21	March 29 June 21
Specially Trained Ordinary Seaman	March 8 May 10	March 19 May 21
Engine Department Upgrading Courses		
Basic Auxiliary Plant Operations	March 29 May 24	April 23 June 18
FOWT	April 26 June 21	May 21 July 16
Marine Electrician	March 22	May 15
Welding	March 8 April 5 May 10 June 7	March 26 April 23 May 28 June 25
Safety Upgrading Courses		
Basic & Advanced Firefighting	March 8 May 31	March 19 June 11

UPGRADING APPLICATION

Name_____

Address_____

Telephone (Home)_____(Cell)_____

Date of Birth_____

Deep Sea Member ☐Lakes Member ☐Inland Waters Member ☐

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

Social Security #_____Book #_____

Seniority_____Department_____

Home Port_____

E-mail_____

Endorsement(s) or License(s) now held_____

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

If yes, class # _____

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

If yes, course(s) taken_____

Title of Course	Start Date	Date of Completion
BST/Basic Firefighting	April 26 May 24 June 21	April 30 May 28 June 25
Medical Care Provider	March 22 April 19 June 14	March 26 April 23 June 18
Steward Department Upgrading Courses		
Steward Recertification	April 12	May 3
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 Feb. 22.	

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.

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

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

LAST VESSEL: _____Rating: _____

Date On: _____Date Off: _____

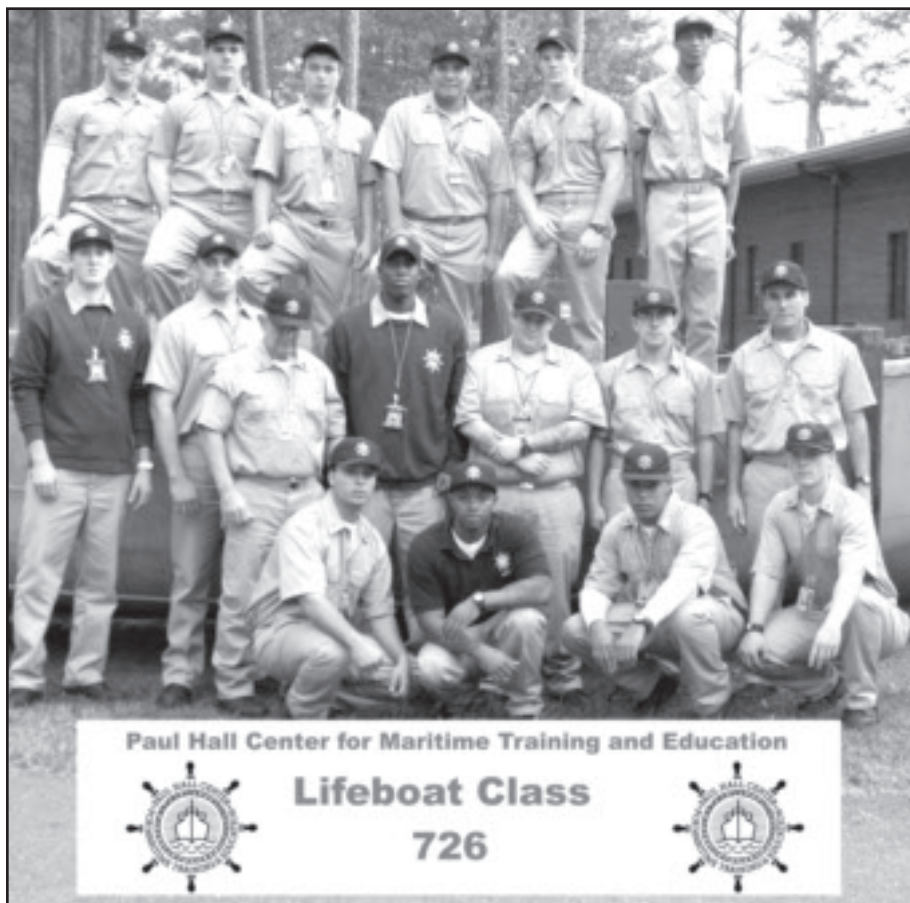
SIGNATURE _____DATE_____

NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable.

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

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 726 – Seventeen unlicensed apprentices completed their requirements in this 60-hour water survival course Dec. 11. Graduating (above, in alphabetical order) were: Jason Billingsley, Charles Burnham, Joshua Clemente, Kevin Cunningham, Derek Gomez, William Harrison, Jon Hutchins, Shannan Iaea, Ryan Landers, Daniel Linkletter, Marchez Mosley, Timothy Parks, Zachary Pollman, Warren Sacca, Osamah Saleh, Samiel Thomas and Gary Youman.



Medical Care Provider – Four upgraders completed their training requirements in this 21-hour course Jan. 15. Graduating (above, in alphabetical order) were: Michael Brown, Isabelo Fernandez, Candido Molina and David Spaulding. Their instructor, Mark Cates, is at far right.



GMDSS – Seven upgraders on Jan. 29 completed their training in this 70-hour course. Graduating (photo at left, in alphabetical order) were: Lisa Hamilton, Richard Huffman, Robert Knowlton, Jeremy Scheil, Martin Simmons Jr., Annie Walker and William White. James Mixon, their instructor, is second from the right. (Note: Not all are pictured.)

Computer Training Classes



Five individuals recently completed various computer classes while attending upgrade training at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Rich Prucha (second from right in photo at left, and at left and right respectively in the other two photos) served as instructor for each of the classes. Finishing classes (clockwise from photo at left) were: Frank Strong, Rodolfo Espinaldo and Glenn Agustin; Gary Timmons; and David Spaulding.



Medical Care Provider – The following individuals (above, in alphabetical order) on Jan. 29 completed their training in this course: Tyler Adams, Richard Barnes, Dexter Bonner, Scott Ellis, Mark Gaskill, Thomas Hancock, John Howard, Timothy Huth, Fabian Lanzy and Filiberto Moreira. Mark Cates, their instructor, is fourth from left. (Note: Not all are pictured.)

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

Paul Hall Center Classes



Tank Ship Familiarization DL – Two classes of Phase III apprentices completed their requirements in this 63-hour course Jan. 22. Graduating (photo above, in alphabetical order) were: Ali Alhamyari, Bryan Alvarez-Santana, Kareem Batxter, Beau Blicher, Ryan Boltz, Roberto Borrás-Valencia, Jonathan Chaparro-Lorenzo, Jose Crespo, Amancio Crespo, Christopher Cross, Will Dalton, Christopher Dehr, Jacob Diefenbach, Ricky Gault Jr., Mayra Gines-Ontero, Jason Greene, Timothy Hess, Tyler Hicks, Jordache Hunter, Sharon Joyner, Adam Lloyd, Allen Ludlow, Tremain McCoy, Julio Perez, Grayson Ross, Zachary Ross, David Santiago-Arroyo and Antoine White.

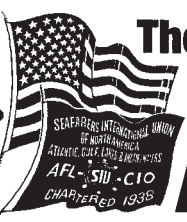
Junior Engineer – The following upgraders (photo at left, in alphabetical order) on Feb. 26 completed this course: Thomas Bain, Edgardo Barrios, Rosalio Cordova, Kevin Daughtry, Charles Ellsworth, Kenneth Evett, Edley Foster, Hugh Haynes, Reginald Hunter, Gilbert Johnson, Loreto Labajo, Kevin Lewis, Anibal Lopes, Sjamsidar Madijidi, Getolio Medallo, Robert Ott, Gilbert Preyer, Tijani Rashid, Stephen Roseberry, Kenny Spivey, Pati Taototo, Enrique Valez-Vallejo, Sanjay Waidyarachchi, and Mariano Ylaya. Their instructor, Jay Henderson, is fourth from left. (Note: Not all are pictured)



BST (Hawaii) - The following individuals (above, in no particular order) on Jan. 16 completed this course at the Barbers Point, Hawaii-based Seafarers Training Center: Tavia McDonald, Adia RaSun, Charles Rodriguez, Christopher Span, Karthikeyan Sundararajan, Alberto Villa, Karen Rosenthal, Eddie Williams, Mikal Davis, Nicole DeSanto, Kellie Foster, Bradley Jurss, Jonathan McKee, Matthew Fogal, La'Cee Brown and Ronald Feder.



BST (HAWAII) - Fourteen individuals completed this training at the Seafarers Training Center in Hawaii Jan. 23. Finishing the course (above, in no particular order) were: William Tregenza, Thomas Alford, Jordan Bartkus, Oscar Plesco, Dung Tran, Blaze Chastain, Johannan Izigzon, Michael Perkowski, Dwight Little, Christine Norvell, Alica Olson, Brian Fisher, Ebony McMurray and Benjamin Rummery.



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**Snapshots from the
Pride of America
- Page 7**



U.S.-flag shipping (photo inset) on the Great Lakes is vital to the nation's economy. The *H. Lee White* (left) is part of American Steamship Company's SIU-crewed fleet. Seafarers including those pictured in the photos above and below sail on many different types of Great Lakes vessels and tugs. SIU-contracted Lakes ships call on dozens and dozens of ports and contribute to an annual cargo load which has totaled as much as 200 million tons.



Lakes Seafarers Keep Cargo Moving

SIU members play important roles in helping to keep cargo moving on the Great Lakes. Seafarers in that region sail aboard a wide variety of vessels including self-unloaders of up to 1,000 feet, dredges, tugboats and more.

The material transported by SIU-crewed Great Lakes vessels is vital to America's economy. For example, more than 70 percent of the country's steel-making capacity is based in the Great Lakes area. Overall, Great Lakes shipping has been described as one of the foundations of the U.S. and North American economies.

The photos on this page were taken in early November aboard the Seafarers-crewed *H. Lee White* while the vessel was in Detroit. The 704-foot ship is operated by American Steamship Company. It is used in general trades, transporting iron ore pellets, coal, limestone and grain.



AMO Steward Mary Engebretson serves lunch.



Lakes cargoes include iron ore, stone, coal, cement, salt, sand, and grain.



Helping keep the galley spotless is SA Gary Lapczynski.



Recertified Bosun Bill Mulcahy relays information aboard the ship.



Oiler/Conveyorman Dean Parks checks available inventory.