

The Seafarers Log

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

Maersk to Operate 10 Prepositioning Ships

The U.S. Navy's Military Sealift Command on May 27 announced that it had completed "one of the largest acquisitions in the command's history," in which the agency selected SIU-contracted Maersk Line, Limited to operate and maintain 10 ships in the Maritime Prepositioning Force (MPF). Additionally, Seafarers-contracted Patriot won the bid to operate another prepositioning ship, the 1ST LT USNS Harry L. Martin. The agreements contain a series of one-year options which would extend through September 2015. The MPF ships include the USNS 2ND LT John P. Bobo (below) and USNS 1ST LT Baldomero Lopez (left). Page 3.



SIU Members Continue Assisting in Gulf Cleanup

Industry Rebuts False Claims About Jones Act

SIU members from the union's inland and deep sea divisions are still helping with the massive cleanup operation along the Gulf Coast, following the Deepwater Horizon disaster that began April 20 with a deadly explosion. Among the Seafarers involved with the cleanup are mariners aboard Overseas Shipholding Group's shuttle tanker *Overseas Cascade* (left), pictured near the heart of the spill. Meanwhile, erroneous attacks against maritime labor, the Obama administration and the Jones Act emerged in mid-June, and an SIU official wrote an op-ed piece making a powerful case for union representation in the offshore oil industry. Pages 2, 5.



Paul Hall Center's Oil Spill Prevention And Containment Class in 20th Year

The union-affiliated school in Piney Point, Md., continues offering a U.S. Coast Guard-approved oil spill prevention and containment course. Students from a mid-June offering of the class are pictured (in-lay at left) in a Paul Hall Center classroom and deploying booms as part of their hands-on training. The Paul Hall Center has conducted the course since 1991. Pages 12-13.

President's Report

Jones Act: Setting the Record Straight

There were times in June when I almost had to check my calendar to make sure we weren't back in the mid-1990s. During that era, well-financed, calculated opposition to American-flag shipping repeatedly attacked the Jones Act, one of the staples of our industry for the last 90 years.

As SIU members know, the Jones Act requires that vessels operating between domestic ports be crewed, built, owned and flagged American. Most if not all other major maritime nations have laws that basically require the same thing.



Michael Sacco

Orchestrated or not, attacks on the Jones Act recently resumed in the wake of the Gulf oil spill, with various publications, politicians and think-tanks firing off accusations ranging from the confusing to the insulting. The most ridiculous of those claims involved a supposed refusal by the administration to waive the Jones Act and a supposed corresponding request (which never happened) from unions not to waive it.

Let me cut right to the bottom line: It is offensive for anyone to suggest that American maritime labor would hinder cleanup operations in the Gulf, in any way, shape or form. Our industry has been clear from the start of this disaster – which, by the way, involved a non-union operation under the flag of the Marshall Islands. Speaking with one voice, U.S. maritime labor and management have said that we wouldn't try to stand in the way of using foreign-flag assistance if no qualified, viable American-flag tonnage was available. That's simple common sense, and shame on all those who try to distort our position.

And what troubles me even more is that those attacking the Jones Act and the U.S.-flag maritime unions do not have the relationship with the water that we do. Many of our members and their families depend on the Gulf, its bayous and its estuaries for their livelihood and recreation. We are hurting because they are hurting. For anyone to say we don't care simply shows how ignorant of the situation they truly are.

We have plenty of supporters, too, and there have been media outlets that reported the truth. But again, the attacks aren't anything new, nor are the methods. Enemies of American-flag shipping toss out half-truths and accusations designed to bring out emotion. They use words like "protectionist" to describe a law that benefits our nation's economic and national security.

What's their real agenda? I agree with U.S. Senator Daniel Inouye, who stated that recent attacks on the law smack more of "pushing a political agenda than any genuine interest in helping Gulf Coast communities with their clean-up."

Meanwhile, SIU crews and other American mariners continue assisting with the Deepwater Horizon cleanup, as do a number of foreign-flag ships that have been on the scene almost from the beginning.

As for the Jones Act, our industry came together in the mid-1990s like never before to set the record straight. Our efforts worked, because the truth is that the Jones Act is a sound, proven, vital regulation that benefits America. Now, we're in the process of resuming an educational effort to reinforce those facts. As we did in the past, we'll succeed this time, too.

Thanking Seafarers

On another topic, I want to thank the rank-and-file membership for authorizing action on the Horizon Lines contract. Just like always, you did the right thing and you showed your true colors. I am proud to represent you, and I appreciate your ongoing support.



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



Freedom, Barge EMI-2400 Become Newest Additions To Express Marine Fleet

Seafarers-contracted Express Marine has taken delivery of the tug *Freedom* (right) and accompanying barge *EMI-2400* (two other photos), which together form an articulated tug-barge (ATB). The 115-foot tug was built by Patti Shipyard Inc. in Pensacola, Fla., while the 480-foot barge was constructed by Gunderson Marine in Portland, Ore. The ATB will sail in the Jones Act trades, transporting coal to various Gulf Coast ports. Express Marine is based in Camden, N.J., and provides a variety of services including lightering, ship docking and general towing, both coastal and offshore. In recent years the family-owned company – in business for more than 100 years – has added other new tonnage including the tugboats *Duty* and *Honor*. (Photos by Harold Hutchinson)



IMO to Focus on Piracy Response In 2011 World Maritime Day Theme

Following a proposal by International Maritime Organization Secretary-General Efthimios E. Mitropoulos, the IMO Council in June unanimously approved that next year's World Maritime Day theme will be "Piracy: orchestrating the response."

In presenting the proposal, the secretary-general said that piracy continues to be an endemic problem for the international community, not only around the Horn of Africa but in other parts of the world as well, despite the many and varied efforts to contain if not eliminate it.

These efforts notwithstanding, he added, much work remains to be done if the ultimate goal of consigning piracy to the realms of history is to be achieved.

He identified five objectives that IMO and the international maritime community should pursue in promoting the 2011 WMD theme:

- Secure the release of hostages by calling the world's attention to the unacceptable plight of all those being held by pirates and, by so doing, create a worldwide demand for action that would eventually set them free;

- Strengthen the protection of individuals,

- ships and cargoes by constantly improving guidance to the industry; promoting even greater levels of support from navies; and providing care for those attacked or hijacked by pirates;

- Ensure compliance with adopted measures by making certain that merchant vessels are aware of how to access the available naval protection, and that they are implementing the recommended preventative, evasive and defensive measures effectively;

- Promote cooperation between and among member states, regions and organizations in reducing the risk of attacks on innocent ships through information sharing; coordination of military and civilian efforts; and regional initiatives, such as the Djibouti Code of Conduct; and

- Build up the capacity of affected member states to deter, interdict and bring to justice those who commit acts of piracy and armed robbery against ships – and, while so doing, help tackle the root causes of piracy.

The IMO is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships.



The *USNS Stockholm* (above) is a combination containership and roll-on/roll-off vessel. Civilian-crewed ships like the *USNS PFC Dewayne T. Williams* (right) are vital to America's military readiness strategy, according to the Navy.

Maersk Wins U.S. Navy Prepositioning Contract

Following a bidding process that lasted longer than a year, the U.S. Military Sealift Command in late May announced that SIU-contracted Maersk Line, Limited has been awarded a contract for the operation and maintenance of 10 ships in MSC's prepositioning fleet. Seafarers-contracted Patriot Contract Services won the bid for the 11th ship in the fleet, the *USNS 1ST LT Harry L. Martin*.

At press time, it was learned that turnover on the 11 vessels will be delayed, in part because of the time required to address a protest filed after the contract awards. However, if the original awards remain intact as expected, Seafarers will receive wage increases aboard all 11 vessels: the *USNS GYSGT Fred W. Stockham*, *USNS LCPL Roy M. Wheat*, *USNS 2ND LT John P. Bobo*, *USNS 1ST LT Jack Lummus*, *USNS PFC Dewayne T. Williams*, *USNS SGT William R. Button*, *USNS 1ST LT Baldomero Lopez*, *USNS SGT Matej Kocak*, *USNS MAJ Stephen W. Pless*, *USNS PFC Eugene A. Obregon* and *USNS Martin*. Each contract includes a series of

one-year options which if exercised will extend the agreements through September 2015.

The 10 ships included in the Maersk awards actually are covered in four separate agreements while the 11th vessel is covered in what is known as a small business set-aside. The SIU represents all unlicensed mariners aboard Maersk Line, Limited (MLL) vessels and represents the steward department mariners aboard Patriot ships.

In announcing the awards during the June membership meetings, SIU Vice President Contracts George Tricker pointed out that there were no guarantees the bids would be won by Seafarers-contracted companies. The union is grateful to keep these vessels under SIU contracts, he said.

MLL issued a statement in which the company noted it will "provide personnel and mariners, operational and technical support ashore and afloat, as well as all the equipment, tools, provisions and supplies necessary to operate these vessels worldwide. MLL also will support MSC in the

management of government-owned cargo, including, but not limited to, hazardous materials, vehicular, bulk, and general cargoes."

"MLL's support of Maritime Prepositioning Ships goes back to 1983 when we converted five commercial vessels and operated them for 25 years. We're pleased that MSC has recognized the value of our service and has entrusted us with these ships," said Scott Cimring, MLL's senior director of Government Ship Management. "Our approach to ship management leverages our global network, proven management practices, and a mindset of continuous improvement. Cost-effective readiness is a MLL hallmark, and we're ready and excited by the opportunity to continue serving the nation."

According to MSC, all 11 ships are deployed to strategic locations worldwide carrying U.S. Marine Corps cargo including tanks, ammunition, food, and medical supplies ready for rapid delivery ashore when needed.

The agency describes its overall prepo-

sitioning program – which consists of 32 ships supporting the Army, Navy, Air Force, Marine Corps and Defense Logistics Agency – as "an essential element in the U.S. military's readiness strategy. Afloat prepositioning strategically places military equipment and supplies board ships located in key ocean areas to ensure rapid availability during a major theater war, a humanitarian operation or other contingency.... Prepositioning ships provide quick and efficient movement of military gear between operating areas without reliance on other nations' transportation networks. These ships give U.S. war fighters, who are flown into a theater of operations, the assurance that they will have what they need to quickly respond in a crisis – anywhere, anytime."

The prepositioning fleet features both U.S. government-owned vessels, privately owned ships chartered by the military, and vessels activated from the U.S. Maritime Administration's Ready Reserve Force (RRF). All are crewed by U.S. civilian mariners.



The *USNS 1ST LT Baldomero Lopez* (left), pictured in 2008 in a military exercise in Thailand, is part of the MSC prepositioning fleet. (U.S. Navy photo by Mass Communication Specialist 2nd Class Brian P. Caracci) Like a number of other ships in MSC's fleet, the *USNS MAJ Stephen W. Pless* (above) is named after a Medal of Honor recipient.

House of Representatives Votes to Extend MSP

The U.S. Maritime Security Program (MSP) would be extended through 2025 under language contained in H.R. 5136, The National Defense Authorization Act.

Passed by the U.S. House of Representatives on May 28 by a vote of 229 to 186, the measure extends by 10 years the MSP, which previously had been authorized through the end fiscal year 2015. The legislation on June 9 was received by the Senate where it was read twice and placed on the body's legislative calendar. As of press time for this edition of the *Seafarers LOG*, no further action had taken place. The measure still must be passed by the Senate and signed by President Obama before it becomes law.

Title 35, Section 3501 of House's version of the act

addresses the authorization of appropriations for National Security Aspects of the Merchant Marine for Fiscal Year 2011. This section authorizes a total of \$359 million for the U.S. Maritime Administration of the Department of Transportation for fiscal year 2011.

Of the funds authorized, \$174 million would be available for the MSP, and \$60 million for the loan guarantee program authorized by chapter 537 of Title 46, United States Code, commonly referred to as the Title XI Loan Guarantee Program. Section 3502 of the act, titled "Extension of Maritime Security Fleet Program," would extend the authorization of the Maritime Security Fleet through fiscal year 2025.

Describing the entire National Defense Authorization Act, House Armed Services Committee Chairman Ike Skelton (D-Mo.) stated, "This defense bill aligns our military strategy with the 21st century to sustain the two wars today and prepare for the threats of tomorrow – whatever and wherever they may be. The

bill reflects our continued commitment to defend America, support U.S. service members and their families, and keep Americans safe."

The MSP consistently has been hailed by U.S. military leaders as a vital, efficient, cost-effective program. In addition to offering access to militarily useful U.S.-flag tonnage and other American-owned maritime resources, the program also helps maintain a pool of reliable, well-trained, loyal U.S. citizen seafarers.

Further, as has been pointed out by top-ranking officers at the U.S. Transportation Command and U.S. Military Sealift Command and by other proponents, the MSP costs only a fraction of what the government would have to spend in order to replicate its capabilities. Legislators and military officers at various times have estimated that it would require at least \$800 million – per year – from the Defense Department to provide similar sealift and related system capacity on its own.

Mariners Donate Funds

Navy-Marine Corps Relief Society Receives Check

Earlier this year, SIU members and officers aboard the U.S. Military Sealift Command (MSC) prepositioning vessel *USNS 1st LT Harry L. Martin* contributed \$3,000 to the U.S. Navy-Marine Corps Relief Society.

The money came from an award by SIU-contracted Keystone, the vessel operator, for three years of environmentally safe operations by the *Martin*. A presentation took place April 14 at Blount Island Command in Jacksonville, Fla.

According to the Navy-Marine Corps Relief Society web site, the non-profit organization's mission is "to provide, in partnership with the Navy and Marine Corps, financial, educational, and other assistance to members of the Naval Services of the United States, eligible family members, and survivors when in need; and to receive and manage funds to administer these programs."

Chief Storekeeper **Eurico Liboon** recalled, "We had a crew meeting on board the ship and discussed a lot of different suggestions on what to do with the money. We decided that donating for our wounded troops who risked their lives in protecting us would be a great cause and a thank-you to them from us."

Keystone commended the crew members and officers for their heartfelt gesture. In a recent communication, the company wrote, "We salute Captain Mike Donovan and the entire crew of the *Harry L. Martin* for their generously donating the total proceeds of their three-year environmental

incentive monies to the Navy-Marine Corps Relief Fund during their recent visit to Blount Island Command. To Capt. Donovan and his crew, Bravo Zulu!"

Col. Steven R. Peters, commanding officer of Blount Island Command, said in a letter to Rear Adm. Mark Buzby, commander of MSC, "Sir, I wanted to pass on my sincere thank you to you and Capt. Michael Donovan and the crew of the *USNS Harry L. Martin* for their very generous gift to the Navy-Marine Corps Relief Society (Combat Casualty Assistance) while in port here.... As I understand it, the funds donated were generated from the crews' excellent hazmat and waste disposal performance (pollution-free operations) sustained over the last three years. Their stellar performance is only bested by their generosity to this most worthy cause."

Donovan told the MSC newspaper *Sealift* that the crew's selection for this donation reflects their camaraderie with our armed forces.

"Our mission is to support Marine Corps logistics when needed," he told the paper. "In this mission, we have met and interacted with a number of Marines and have come away with a deep appreciation for the work the Corps does.... With the ongoing war in Afghanistan and Iraq, we felt this program could make the best use of the money. Everyone felt it was a worthy cause to donate to. It's always a good feeling to be able to donate, whether it's time or money, to people who could really use the help."



This photo was taken aboard the ship as the check was presented. Among those pictured are AB John Shank, AB Gustavo Arzu, AB Wallace William, Chief Storekeeper Eurico Liboon, OS George Galanis, Chief Engineer Steve Granahan, Capt. Mike Donovan, Col. Steven Peters, Oiler Kerry Coleman, 1st Engineer Justin Litterine, QMED Drew Brown, Bosun Jose Jimenea, Chief Mate Mark Nowak, 3rd Mate Sam Leshner, Cadet Greg Otto and AB Brooke English.

Four Honored by St. Louis Port Council



The AFL-CIO Maritime Trades Department's St. Louis Port Council on April 24 conducted its 30th annual awards dinner honoring individuals who support the maritime industry specifically and working families in general. Pictured from left to right are the honorees along with MTD and port council officials: MTD and SIU President Michael Sacco, Port Council VP Jack Martorelli, Port Council President Dick Mantia, Congressman William Lacy Clay (recipient of the Able Helmsman award), Plumbers and Pipefitters Local 562 Business Manager and Secretary-Treasurer Pat Kellett (Labor Man of the Year), Murphy Company CEO Jim Murphy Jr. (Management Man of the Year), retired Local 562 official Dick Kellett (Joe Sacco Friend of Labor award), St. Louis Building & Construction Trades Council Executive Secretary-Treasurer Jerry Feldhaus and SIU St. Louis Port Agent and Port Council Secretary-Treasurer Becky Sleeper.

Seafarer's Son Wins Union Plus Scholarship

The son of SIU Steward **Roberto A. Firme** is on a roll.

First, Robert Firme was awarded a \$20,000 scholarship through the Seafarers Health and Benefits Plan, as reported in the June *LOG*. Shortly thereafter, the younger Firme received notification that he'd won a \$4,000 grant through Union Plus, a non-profit organization founded by the AFL-CIO.

Firme was eligible to apply for the Union Plus scholarship because of the SIU's participation in various Union Plus programs. Overall for 2010, Union Plus awarded \$150,000 in scholarships to 121 students representing 42 unions. More than 5,000 applications were received from students representing all 50 states, Puerto Rico and Canada.

Robert Firme is from Ewa Beach, Hawaii, and has been accepted at Stanford University. He graduated first in his class at James Campbell High School. Of his Seafaring father, he said, "His selfless sacrifice motivated me to work hard in school and become the first person in my family to attend college."

Roberto Firme has been an SIU member since 1986.

Leslie Tolf, president of Union Privilege (the organization overseeing Union Plus), stated, "During these challenging economic times, with college tuition rising and many working families struggling just to get by, we're pleased to be helping some of the labor movement's most promising students achieve their college dreams."

Union Plus scholarship awards are granted to students attending a two-year college, four-year college, graduate school or a recognized technical or trade school. Since starting the program in 1991, Union Plus has awarded \$3 million in educational funding to more than 1,900 union members, spouses and dependent children (including other SIU members and dependents and members of the SIU-affiliated United Industrial Workers). Recipients are selected based on academic ability, social awareness, financial need and appreciation of labor.

Visit UnionPlus.org/Education for applications and benefit eligibility.

Papp Replaces Allen as U.S. Coast Guard Commandant

Adm. Robert J. Papp Jr., assumed command as the 24th commandant of the U.S. Coast Guard on May 25, relieving Adm. Thad W. Allen during a military ceremony at Fort Lesley J. McNair in Washington, D. C.

SIU officials President Michael Sacco, Executive Vice President Augie Tellez and Secretary-Treasurer David Heindel attended the ceremony.

"I am honored to serve as the 24th commandant of the Coast Guard," said Papp. "When I assumed the duties from Admiral Thad Allen at noon today, it concluded a series of key rotations and marked the setting of a new watch to lead our service."

During the ceremony, Secretary of Defense Robert Gates awarded Allen the Defense Distinguished Service Medal. Secretary of Homeland Security Janet Napolitano presided over the change of command and awarded Allen the Homeland Security Distinguished Service Medal.

Although the ceremony marked the end of his term as commandant, Allen continues serving as the National Incident Commander for the Deepwater Horizon oil spill, managing an unprecedented response effort.

"I have the utmost confidence in Admiral Papp's and Admiral Brice-O'Hara's ability to

lead the Coast Guard during a period of tremendous changes, challenges and opportunities," said Allen. "The new leadership team is well equipped to continue to elevate the value of the U.S. Coast Guard to America and the global maritime community."

Papp reports to Coast Guard Headquarters from Portsmouth, Va., where he served as commander of Coast Guard Atlantic Area since 2008. In this position, he served as the operational commander for all Coast Guard missions from the Rocky Mountains east to central Asia, covering more than half of the world including the recent Haitian earthquake disaster response, Coast Guard support to Operation Iraqi Freedom and counter-drug operations in the Caribbean.

Allen became the 23rd commandant of the U.S. Coast Guard on May 25, 2006. He has led the largest component of the Department of Homeland Security, comprised of 42,000 men and women on active duty, 7,000 civilians, 8,000 reservists and 34,000 volunteer Coast Guard Auxiliaries. Allen's leadership in times of crisis includes the aftermath of Hurricanes Katrina and Rita, when he served as the principal federal officer responsible for response and recovery operations.



Department of Homeland Security Secretary Janet Napolitano presides as Adm. Robert J. Papp Jr. (right) relieves Adm. Thad W. Allen as Coast Guard Commandant during the change of command ceremony at Ft. McNair. (U.S. Coast Guard photo by Petty Officer 1st Class Kip Wadlow)

SIU VP: Union Representation Would Make Difference in Gulf

While various pundits across the nation pondered what led up to the Deepwater Horizon oil spill and how to prevent a similar disaster, SIU Vice President Gulf Coast Dean Corgey last month served up an otherwise-overlooked suggestion. Specifically, in an op-ed piece in the daily newspaper *Houston Chronicle*, Corgey stated that union representation in the offshore oil industry might have helped prevent the spill and certainly would improve operations moving forward.

"What's wrong in the Gulf of Mexico? We think the answer is simple," Corgey wrote. "The offshore exploration, production and service industry in the Gulf of Mexico, to the best of our knowledge, is 100 percent nonunion and increasingly foreign. Past attempts to organize these workers have been met with bitter opposition — not from employees but from employers. These largely anti-union employers struggle in a volatile, hyper-competitive environment that has resulted in unsafe working conditions and unstable employment. Lack of union representation has denied oil-field workers a voice in the workplace, which in turn has created an out-of-control industry with little over-

sight or accountability. It is painful to see oil-soaked birds receive more media attention than injured, deceased or displaced workers. It is also painful to see the lack of an organized workers' voice in the legislative and regulatory processes contribute to 11 deaths and the worst spill in U.S. history. This clearly did not have to happen."

A lifelong resident of Houston, Corgey cited the cooperative spirit that exists in the U.S. Merchant Marine between labor, management and government — a condition that fosters safe operations and open communication.

"In my experience, the most effective health, safety and environmental programs are a three-legged stool consisting of a committed employer, effective government regulation and meaningful safety provisions contained in a binding union contract subject to a grievance and arbitration procedure with teeth," he wrote. "We practice this model in the deep-sea, U.S.-flag fleet with measurable success. I served on the Towing Safety Advisory Committee of the United States Coast Guard in the early 1990s following the Exxon Valdez disaster and participated in advising the Coast Guard on writing the

regulations for the Oil Pollution Act of 1990. I also served on the Area Maritime Security Committee of the Department of Homeland Security for the Port of Houston following the Sept. 11, 2001, terrorist attack and participated in writing the original Port Security Plan, which became the model for security plans nationwide. After Exxon Valdez and the 2001 terror attacks, government, industry and labor worked together to accomplish something positive for the nation. This model must be replicated to save our domestic offshore industry."

Among his specific recommendations, Corgey urged re-establishing Jones Act provisions on the outer continental shelf "to require American companies to operate American vessels, built in America, employing American workers subject to U.S. government oversight and labor laws."

He concluded, "The American political system is based on checks and balances. This evidently does not currently exist in the Gulf as can be evidenced by representatives for deceased Deepwater Horizon workers being either aggrieved family members or personal injury trial lawyers.



SIU VP Gulf Coast Dean Corgey

These workers would clearly be better served by the unified voice of effective trade unions to help protect the environment, proactively work to prevent the need for personal injury representation and ensure that all workers safely return home to their families. That's the union way and that's the American way."

4 Crowley Tugs 'Cleaner and Greener'

Seafarers-contracted Crowley Maritime Corporation in mid-June reported that four of its Harbor-Class tugboats have been "repowered and reintroduced" for service assisting vessels in the Ports of Los Angeles and Long Beach, Calif. The SIU-crewed tugs *Admiral* (below), *Leader*, *Scout* and *Master* "underwent an extensive repowering as part of an emissions and air quality initiative program by the Port of Los Angeles," according to Crowley, which described the updated boats as "cleaner and greener." The project, launched in late 2006, focuses on repowering the vessels' main engines and generators, and is part of a larger Port of Los Angeles emissions and air quality initiative known as the San Pedro Bay Ports Clean Air Action Plan. The plan requires all vessel operators in the area to upgrade their engines to be Tier II emissions compliant by 2013.



Jones Act Critics Miss the Mark

Shoddy Reporting Paints Erroneous Picture of Vital Law

As the Deepwater Horizon saga dragged on through June, a vital United States maritime law — the Jones Act — suddenly became a hot topic in the media and, to lesser extent, in Congress.

Critics attacked President Obama for not waiving the Jones Act to supposedly open the door for additional assistance in the Gulf cleanup operations. At least one also charged that U.S. maritime unions were thwarting progress by their purported unwillingness to support a suspension of the law, which requires that all vessels operating between domestic ports be crewed, built, owned and flagged American.

Following that initial round of erroneous claims and inaccurate reporting, the truth gradually emerged. Statements from industry groups, senators, congressmen and the head of the Deepwater Horizon Unified Command, Admiral Thad Allen, exposed the critics' arguments as flawed at best, as did certain news articles. White House Press Secretary Robert Gibbs did the same.

For starters, Allen pointed out that as of mid-June, more than a dozen foreign-flag vessels already were assisting in the cleanup. No Jones Act waivers had been issued because none of the vessels required one to operate in that area. Presumably, that's also why the government neither had submitted nor received any waiver requests.

Moreover, federal law includes allowances to help ensure an adequate supply of vessels during an emergency. For instance, the vessel "skimmers" operating more than three miles from shore also do not require Jones Act waivers. (The Deepwater Horizon spill is happening 50 miles from shore.)

Nevertheless, the Unified Command developed specific guidance to ensure accelerated processing of requests for Jones Act waivers should they be received.

As one reporter said of those clamoring to suspend the law, there is "just one problem with these arguments: They are almost entirely false."

Indeed, the Maritime Cabotage Task Force (MCTF), the largest coalition in the history of the domestic American maritime industry, made it perfectly clear that the industry's goals are, as always, what is best for the nation. In a statement issued June 11, the MCTF said, "The American maritime industry supports immediate action to address the unfolding environmental disaster in the Gulf. Federal law called the Jones Act requires that American vessels be used for domestic trans-

portation activities in the U.S., and countless American vessels are already responding in the Gulf. In addition, we know that many other American vessels are standing by ready to help. There are well-established federal procedures for waiving the Jones Act to bring in foreign vessels in those situations where American vessels are not available. The American maritime industry has not and will not stand in the way of the use of these well-established waiver procedures to address this crisis."

Others including Congressman Don Young (R-Alaska) and Senator Daniel K. Inouye (D-Hawaii) also helped clarify the situation. In a statement issued on June 16, Inouye said, "I was taken aback by the suggestion that we suspend the Jones Act to bring in foreign ships to deal with the catastrophic oil spill in the Gulf. That is not necessary. American vessels from the Navy, Coast Guard, state and county governments are working with private citizens and foreign vessels in support of the clean-up effort. To suggest that we suspend the Jones Act to allow foreign ships into the Gulf is more about pushing a political agenda than any genuine interest in helping Gulf coast communities with their clean-up."

Finally, still others wondered not why the Jones Act hadn't been waived, but rather, why all available U.S.-flag, Jones Act-qualified vessels hadn't been utilized in the cleanup. In particular, U.S. Rep. John Mica (Fla.), ranking Republican member of the House Committee on Transportation and Infrastructure, urged that domestic operators be contacted immediately "to review both their assets and capability to be part of this important response."

In May, the Transportation Institute (a Washington, D.C.-based coalition that promotes the Jones Act and other U.S. maritime laws) announced results of a study that demonstrated in a strong economy, Jones Act vessels will carry more than 1 billion tons of cargo, or more than 40 percent of all waterborne commerce in the United States. This activity generates \$100.3 billion in economic output, adds another \$45.9 billion to the value of U.S. economic output, and contributes \$11.4 billion in federal, state and local taxes. Further, the Jones Act fleet generates nearly 500,000 family-sustaining jobs.

Enacted in 1920, the Jones Act protects American's national and economic security. In part, it does so by helping maintain a pool of well-trained, loyal, U.S.-citizen mariners who sail aboard all types of American-flag ships, including military support vessels.



SIU Secretary-Treasurer David Heindel (center) speaks during the U.S.-Consultative Shipping Group meeting, where he promoted mariners' rights.

Heindel Addresses International Maritime Forum

SIU Secretary-Treasurer David Heindel on June 15 touched on several important topics during a meeting of U.S. maritime representatives and officials from the Consultative Shipping Group (CSG), which is composed of shipping administrations from more than a dozen countries.

Heindel, who also serves as first vice chair of the International Transport Workers' Federation Seafarers' Section, was a featured panelist for the meeting, which took place at AFL-CIO headquarters in Washington, D.C. He discussed the need for the United States to ratify certain maritime labor conventions and also called for stronger international

efforts to fight piracy.

Other featured speakers included U.S. Deputy Secretary of Transportation John Porcari, Acting Maritime Administrator David Matsuda and CSG Chairman Andreas Nordseth, who is the director general of the Danish Maritime Authority.

Heindel was invited to discuss some of the challenges facing maritime labor. He pointed out that even though nothing on the attention-grabbing scale of last year's *Maersk Alabama* incident has occurred since then involving another U.S.-flag ship, the problem definitely hasn't disappeared. In fact, it has grown.

"All ships sailing off the coast of eastern

Africa and in the waters of the Indian Ocean keep on constant lookout for possible attacks," he stated. "Every week, the reports come in that more vessels have been attacked, with some captured. Crews spend agonizing months docked in Somali ports as the pirates and ship's owners haggle over the price of freedom."

He said that although some of the potential solutions are complex, the bottom line is that governments must do everything possible to end this scourge.

Heindel also called for the U.S. to pass two International Labor Organization conventions. One is known as ILO 185, and it concerns a uniform identification credential for mariners.

The other is the Consolidated Maritime Labor Convention, which the ITF has described as a "bill of rights for seafarers."

"Both of these conventions from the ILO deserve support and ratification," Heindel concluded. "The United States should take the lead in doing so in order that mariners around the world will have safer and better working conditions."

The CSG includes representatives from Belgium, Canada, Denmark, Finland, France, Germany, Greece, Italy, Japan, the Republic of Korea, Norway, Poland, Portugal, Singapore, Spain, Sweden, The Netherlands and the United Kingdom.

SIU-Contracted Companies Earn Safety Recognition

A number of Seafarers-contracted companies and their SIU crews recently were recognized for safe operations and outstanding seamanship.

The accolades were delivered June 3 in New Orleans, where the Chamber of Shipping of America (CSA) conducted its 52nd annual awards program. The CSA presented awards for specific incidents as well as for prolonged operations (at least two years) without a mariner involved in a lost-time injury. The latter decorations are known as the Jones F. Devlin Awards.

CSA President Joseph Cox told an audience of more than 170 people, "CSA's involvement in safety is long-standing. We continue to represent the industry, domestically and internationally, on safety issues encompassing every facet of ship operations. It is therefore only fitting that an industry so focused on safety, publicly recognizes the skills and dedication of the women and men who are responsible for actions in keeping with the highest traditions of the sea – aid to those in peril."

Dozens of companies were represented at the event. Many of them are members of the CSA, which represents U.S.-based businesses that own, operate or charter oceangoing tankers, containerships, and other merchant vessels engaged in both the domestic and international trades and other entities that maintain a commercial interest in the operation of such oceangoing vessels.

SIU-crewed vessels and Seafarers-contracted companies receiving letters of commendation included *USNS 1st LT Jack Lummus* and *USNS PFC Dewayne T. Williams*, both operated by American Overseas Marine, and the *USNS Richard G. Matthiesen*, operated by Ocean Shipholdings Inc. Also receiving letters were Crowley Marine Services and OSG Ship Management.

Recipients of the Devlin Awards included Alaska Tanker Company, Crescent Towing, Crowley Maritime Corporation, E.N. Bisso & Son Inc., American Overseas Marine, Higman Barge Lines Inc., Horizon Lines, Interocean American Shipping Corporation, Keystone Shipping Co., Maersk Line, Marine Transport Lines, Moran Towing, Ocean Shipholdings Inc., OSG Ship Management, PASHA Shipping Group, Sea Star Line, Seabulk Tankers Inc., Seabulk Towing Inc., Totem Ocean Trailer Express, and USS Vessel Management LLC.

Crew, QMED Donate for Haiti Relief

Seafarers from USNS Buck Contribute to Humanitarian Cause

Recovery operations in Haiti no longer make for everyday headlines in the U.S., but those humanitarian efforts remain in the thoughts of SIU members, as recently demonstrated by a number of Seafarers.

In late May, SIU members aboard the *USNS Paul Buck* chose to donate their portion of the ship's fund to Haiti relief. The \$300 donation comes on the heels of earlier maritime labor efforts which saw \$82,000 given by Maritime Trades Department-affiliated unions (including the SIU) to the AFL-CIO Solidarity Center's Earthquake Relief for Haitian Workers' Campaign.

Operated by Ocean Shipholdings Inc. for the U.S. Military Sealift Command, the *Buck* recently delivered vital cargo to McMurdo Station in Antarctica as part of the annual Operation Deep Freeze mission.

Additionally, QMED **Esmeil Aborady** donated his overtime pay (earned while sailing aboard the *USNS Fred Stockham*) to Haiti relief efforts. Ship operator Keystone matched the contribution.



Bosun Phil Corl (second from left in photo above) delivers the crew's donation to the care of Patrolman Brian Gury. Also pictured (from left) are SA Charlotte Chastain, GUDE Aristotle Bone and QMED Endang Abidin. In photo below, Seafarers are pictured aboard the *USNS Paul Buck* in late May in Charleston, S.C.



USNS Comfort Honored for Haiti Mission

The U.S. Military Sealift Command (MSC) hospital ship *USNS Comfort* was welcomed as an honorary member in the Maryland Hospital Association at the organization's annual meeting in Baltimore on June 4. The *Comfort* is crewed by members of the SIU Government Services Division and is home-ported in Baltimore.

According to MSC, the honorary membership recognizes the *Comfort's* role in international relief efforts following the Jan. 12 earthquake in Haiti. The vessel spent seven weeks anchored off the coast of Port-au-Prince, where shipboard medical personnel treated nearly 900 earthquake victims.

"It's an honor for the men and women who served on *Comfort* during the Haiti mission to be recognized as part of the Maryland Hospital Association," said Capt. James Ware, the commanding officer of *Comfort's* Medical Treatment Facility. "We are very proud of all of our enduring relationships with the broader medical community, including partners ranging from other U.S. military services and government agencies to non-governmental organizations and even foreign militaries and health ministries."

Ware and David Lieberman, the civilian officer in charge of the ship, accepted the honor on behalf of the more than 1,000 Navy medical personnel and 79 civil service mariners who coordinated with 170 Navy planners and support per-

sonnel and an additional 244 civilian medical volunteers from eight non-governmental organizations.

"Maryland's hospitals and the *USNS Comfort* share more than a home. We also share a mission of providing care and compassion to all who need it," said Carmela Coyle, MHA president and CEO. "For Maryland's hospitals, that means being there to provide care. For the *USNS Comfort*, it means getting there to provide care."

Lieberman and the rest of *Comfort's* CIVMARS are also happy with the honor.

"Part of what makes *Comfort's* hospital so exceptional is the fact that we can take it where it's needed," said Lieberman. "Although the mariners don't treat patients, we are so proud of the role that we play in getting this ship to people in need and ensuring that the hospital has electricity and water."

Ware and Lieberman accepted a plaque that will be displayed aboard the ship.

"The people who man Maryland's hospitals are proud to now be associated with the people who man the *USNS Comfort* in all capacities, and we welcome them as colleagues," said Coyle.

According to MSC, the *Comfort* was delivered to the Navy Dec. 1, 1987, and arrived in Baltimore July 13, 1988. When not deployed, the ship is kept pier-side where a small crew of CIVMARS and Navy medical personnel maintain the ves-



Navy Capt. James Ware, commanding officer of hospital ship *USNS Comfort's* medical treatment facility; David Lieberman, *Comfort's* officer in charge; Navy Capt. James Rice, Military Sealift Command force medical officer; and Richard Haynes, MSC executive director, accept a plaque from Maryland Hospital President and CEO Carmela Coyle and MHA Board Chair Albert Counselman (far left) commemorating the *Comfort's* honorary MHA membership at the organization's annual meeting June 4 in Baltimore.

sel and Medical Treatment Facility in a high state of readiness. When activated, the *Comfort* can deploy on a mission in five days.

The Maryland Hospital Association is the advocate for Maryland's hospitals,

health systems, communities and patients before legislative and regulatory bodies. MHA's 61 member hospitals include teaching hospitals, health systems, specialty hospitals, veterans' hospitals and long-term care facilities.

Hospital Ship Mercy Mobilizes For Pacific Partnership 2010

Civilian mariners in the SIU Government Services Division on board the hospital ship *USNS Mercy* showed once again they can play the dual roles of ambassador and humanitarian on a recent trip to Vietnam in support of exercise Pacific Partnership 2010.

During the mission, the Vietnamese vice minister of health and the U.S. ambassador to Vietnam experienced partnership firsthand as they toured both the *USNS Mercy* and a Seabee construction project on June 4. Vice Minister of Health Trịnh Quân Huân and Ambassador Michael W. Michalak were interested in seeing exactly what capabilities Pacific Partnership brings to the people of Quy Nhon, Vietnam, during the 13-day mission stay.

According to the U.S. Military Sealift Command, which operates the *Comfort*, Pacific Partnership was created in the wake of the tsunami which struck Indonesia in 2004. Since 2006, partner nations and nongovernmental organizations (NGOs) have come together each year to continue fostering the relationships developed during those challenging months to provide medical, dental, veterinary and engineering civic action programs as well as "subject matter expert exchanges" with local medical professionals.

This was Pacific Partnership's third visit to Vietnam, and the second time there for the *USNS Mercy*.

As the ambassador walked the passageways of the hospital ship, he noticed not only the variety of U.S. military uniforms, but also the large number of partner nation military professionals and

NGO volunteers going about their day, helping maintain the *Mercy's* ability to provide surgery and other health care to those in need. Also noteworthy was the number of Vietnamese medical specialists on board the *Mercy* – not for medical care, but rather to participate in information exchanges.

"I think that we've had excellent cooperation from the Government of Vietnam, and we've learned an awful lot in doing these missions," said Michalak. "And this one, from what I understand, has been absolutely the smoothest and the best coordinated mission of all."

MSC reported that a Japanese ship worked alongside the *Mercy* to also provide medical care, with

more than 30 medical professionals from the *JDS Kunisaki* going ashore each day to treat those in need. Additionally, the vice minister and the ambassador visited one of the Seabee engineering sites in Quy Nhon upon completion of the *Mercy* tour. The construction project focused on the Quang Trung Clinic District Health Center, which provides health services to more than 24,000 residents that live in the area, with an average of 300 to 400 patients seen each month.

The clinic is the second of four engineering civic action programs to be completed by engineers from Australia, the U.S., and Vietnam. Vietnamese volunteers had a major role in executing the project.



Builder 3rd Class Scott Bishop, right, Capt. Lisa M. Franchetti, commander of Pacific Partnership 2010, and U.S. Ambassador to Vietnam Michael W. Michalak cut a ribbon with a Ministry of Health of Vietnam official and a Quang Trung Hospital physician during a rededication ceremony. The Seafarers-crewed Military Sealift Command hospital ship *USNS Mercy* is in Vietnam conducting the fifth in a series of annual U.S. Pacific Fleet humanitarian and civic assistance endeavors to strengthen regional partnerships. (U.S. Navy photo by Mass Communication Specialist 3rd Class Matthew Jackson)



The HSV 2 *Swift* serves different branches of the U.S. military, depending on its specified assignment.

HSV 2 Swift Arrives in Panama For Southern Partnership Station

The SIU-crewed high-speed vessel *HSV 2 Swift* arrived in Balboa-Rodman, Panama, May 22, to kick off the Southern Partnership Station 2010 visit to the Central American nation.

The vessel is operated by Sealift Inc. for the U.S. Military Sealift Command.

Southern Partnership Station (SPS) is a deployment of various specialty platforms to the U.S. Southern Command area of responsibility in the Caribbean and Latin America, with the primary goal of information sharing with navies, coast guards, and civilian services throughout the region.

"This visit to Panama and the other nations we'll visit during this deployment are opportunities for us to foster friendly, mutual cooperation and understanding by coming together to enhance regional

maritime security," said Capt. Kurt Hedberg, mission commander of SPS 2010. "I look forward to getting to know and learning from the people of Panama through our subject matter expert exchanges over the next few weeks."

While deployed in support of SPS 2010, the *Swift* will visit various countries in the Caribbean island nations, Central and South America during the upcoming months. Some of the topics to be discussed during the visits are port security, personal security, junior and senior enlisted leadership principles, outboard motor maintenance, maintenance management and small boat operations. The U.S. Marine Corps also has an eight-man mobile training team on board the *Swift* to participate in the exchanges.

'Piney Point is a Great Place to Start a Career'

Seafarer Richardson Utilizes School to Advance from Trainee to Mate

Between its renowned entry-level program and numerous upgrading courses, the SIU-affiliated Paul Hall Center for Maritime Training and Education offers plenty of opportunities for Seafarers to help advance their careers.

Korron Richardson knows all about those opportunities, and he stands as one of the most recent examples of the school's long-held axiom that its students can progress as far as their ambitions take them.

Richardson, a native of Brooklyn, N.Y., graduated from Paul Hall Center Trainee Class 578 in 1998. Since then, he has returned to the Piney Point, Md.-based campus upwards of 20 times for various upgrading courses. Earlier this year, he completed the third mate's class and subsequently passed the exam to earn his license.

"This school is a great place to learn,"



Family support helped Korron achieve his goal of earning a license. Pictured with him at the school are his wife, Latasha, and children Korron Jr. and Kariah. "I couldn't have done it without them," Korron said.

Richardson, 31, said in Piney Point immediately following the June membership meeting. "Piney Point is a great place to start a career and to become part of a great union. The SIU offers excellent jobs and real opportunities to move up, to better yourself and better your family's situation."

As with virtually any worthwhile achievement, Richardson's ascension wasn't easy. He said the mate's class (which lasts 16 weeks and formally is called Officer in Charge of a Navigational Watch) by far was the most difficult one he's ever taken.

Instructor Stacey McNeely credited Richardson for bearing down.

"He definitely did not give up when the going got tough," she stated. "Korron worked really hard. He is an example that you can go as far as you want to go. This career path is achievable by anyone who wants to do it and is willing to do the work. He will make a good mate."

Richardson, who most recently sailed aboard the *Sealand Eagle*, enthusiastically cited McNeely's steady guidance as an invaluable aid throughout his studies. He also enjoyed the support of his family, including his wife, Latasha, who pointed out that Korron "has made great progress in a short period of time. He's only been in the union for about 12 years and for him to have gotten as far as he has in such a short period is a real accomplishment. I'm really proud – he didn't let anything stop him."

Good Fit

For Korron Richardson, Piney Point and the SIU were a good fit from the beginning. He learned about the unlicensed apprentice or trainee program from his brother, **Rashawn**, who preceded him at the school. (Other family members also sail with the SIU, including cousins **Curtis Richardson**, **Lavell Smith** and **Corey Richardson**.)

He started sailing in the engine department but quickly switched to the deck, where he found his niche.

Richardson said he liked the maritime industry right away, including a schedule that contained some unforeseen benefits. But his desire to advance evolved through a number of years, thanks in part to repeated encouragement from fellow Seafarers as well as officers who saw his potential.

"I enjoy the traveling and then having that time off afterward with your family," he said. "It's great – you can catch up, get things planned. It's a good deal. You work hard, then you come home and can enjoy a nice long vacation with your family."

"As far as wanting to keep upgrading," he continued, "when I saw those opportunities, I just tried to make it a habit: go to work, get enough sea time, see what classes I can take, and just go for it. You learn so much, and you have opportunities to get better jobs."

Time after time, he came back to the Paul Hall Center to help achieve his goals. (His fondness for the school is so great that he even took his family there for vacation, including son, Korron Jr., and daughter, Kariah.)

"The environment makes it the right fit for learning," Richardson noted. "It's quiet and there aren't many distractions. All the resources are here, and the school has made a lot of improvements over the years, such as the simulators and the fire fighting school."

He also pointed out that the lessons aren't abstract. Recalling a voyage on the *Overseas Ambermar*, Richardson remembered relieving the bosun for a midnight watch as the vessel was preparing to go through the Panama Canal. The ship lost steering, but Richardson's training paid off when the captain gave orders to drop the anchors. Richardson did so – port first, then starboard, then putting them on the brake – and helped save the ship.



A frequent upgrader, Korron Richardson says of the Paul Hall Center, "All the resources are here."

Reflecting, Looking Ahead

Reflecting on his still-unfolding career, Richardson said he has enjoyed sailing on a wide variety of ships including tankers, containerships and roll-on/roll-off vessels. He is proud to have supported our troops in Operation Iraqi Freedom – he earned the U.S. Merchant Marine Expeditionary Medal for a voyage aboard the *USNS Capella* – and in general wishes more of the public understood the importance of the U.S. Merchant Marine.

"Somebody's got to deliver the cargo, the ammunition," he observed. "It's not just dropping out of the sky. People fail to realize who's doing that job. We do it, and we're willing to sail into harm's way to deliver."

Looking forward, Richardson eventually wants to sail as captain. He already knows the training and testing requirements.

His advice to people just entering the industry? "Don't listen to he said, she said. Go out there and gather information for yourself. When it comes to work, just do the job and your character will show. Learn that job, master your position, and then move on to something else. I remember there were times as a wiper, cleaning the heads. It's a dirty job, but somebody's got to do it, so take some pride in it. People notice."

Asked to summarize his experience at the school, from the beginning until now, Richardson thought for a moment and then replied with a hearty laugh, "Pleasure and pain! Starting out as a trainee, you're trying to get used to something new but you don't really know what's going on. But when you get out on the ships, you remember the things you learned at school. The other pleasure part is a decent check – the money. You start to see the big picture."

Alliance Charleston Captain Credits Crew

The master of the SIU-crewed *MV Alliance Charleston* recently thanked crew members for their efforts during the newly reflagged ship's first voyage under the Stars and Stripes.

Captain David A. McLean III in early May sent a

letter to the entire crew of the *Alliance Charleston*, which joined the SIU fleet in February.

"During the initial voyage of the *MV Alliance Charleston* I commend you all and want you to know you have been exemplary of the United States Merchant Marine," McLean wrote. "During my time aboard, the entire crew was an asset to the vessel. Good shipmates, you endeavored to take on responsibility and gain knowledge in all aspects of vessel operations and company and ship policies and proce-

dures. You listened well, learned quickly, followed orders explicitly, took initiative, paid great attention to detail and each and every one became a valued member of my crew."

McLean added that the crew worked safely and maintained "a great attitude."

Built in 2008, the *Alliance Charleston* is operated by Farrell Lines for Maersk Line, Limited. The ship is 751 feet long and has more than 710,000 square feet of cargo space. It can sail at greater than 20 knots.

SIU-Crewed Ship Serves as Mock Boarding Vessel

The SIU-crewed *USNS LCpl. Roy M. Wheat* recently served as ground zero for the at-sea portion of a U.S. Navy maritime exercise dubbed Phoenix Express 2010 (PE210) in the Mediterranean Sea.

A dual-phased multinational event, the exercise was two weeks in duration. It was designed to strengthen maritime partnerships and enhance stability in the Mediterranean region through increased interoperability and cooperation among partners from Africa, Europe and the United States. PE210 commenced May 10 with phase one (in-port segment) and culminated

June 2 with phase two (at-sea segment).

Phase one of the exercise focused on maritime interdiction operations training and was conducted in Souda Bay, Greece. Phase two focused on maritime interdiction operations wherein the *USNS Wheat*—because of its enormous size—was used as a mock boarding platform. An average of two boardings per day by different countries took place aboard the *Wheat* while the exercise was underway. During this segment, forces from the different countries enhanced their techniques, tactics and procedures during visit, board,

search and seizure drills aboard the *Wheat*. They also conducted search and rescue, medical, maritime domain awareness and automatic identification system drills.

The *Wheat's* commanding officer, Capt. John W. Matfield, was on the bridge to meet each newly arriving team and watch as they commandeered his ship.

"It's been interesting to see the different forces at work and how hard it is to pull it all together," he said "But it also surprises me that these teams do as well as they do on such short notices.

"The *Wheat's* motto is

'Whatever, wherever, whenever' so the crew and I see this exercise as a part of our job as well as a break from our normal routine," Matfield concluded. "We want to provide the teams with a realistic experience because for the most part their training platforms are not as similar as a commercial vessel."

SIU members aboard the *USNS Wheat* during PE210 included Bosun **William Lima**, ABs **Glenn Davis**, **Sylvan Harris**, **Harvey Carvajal**, **Eric Moreira**, and **Bryan Benak**; Electricians **David Spaulding** and **Dave Higdon**; Storekeeper **Renee Clayton**; Oilers **Victor Chance**,

Francis Yapching and **Kevin Johnson**; Steward **Walter White**, Chief Cook **Jermaine Robinson**, GVAs **Anthony Newbell** and **Emmanuel Korsah** and Steward Assistant **George Jenkins**.

The *USNS LCpl. Roy M. Wheat* is one of the U.S. Military Sealift Command's 13 container and roll-on/roll-off ships and is part of the agency's prepositioning fleet. Commissioned in late 2001, the *Wheat* is named in honor of Marine Corps LCpl. Roy M. Wheat who died in 1967 during the Vietnam War and was posthumously awarded the Medal of Honor.



A Turkish Navy-operated, rigid-hull inflatable boat (above) transfers members of a visit, board, search and seizure team to the Military Sealift Command operated and SIU-crewed *USNS LCpl. Roy H. Wheat* (far right). A Spanish navy visit, board, search and seizure team member (right) provides cover for his team while conducting a boarding exercise aboard the *Wheat*. (U.S. Navy photos by Mass Communication Specialists 2nd Class Jimmy C. Pan and Felicito Rustique)



Portuguese navy visit, board, search and seizure team members (above) climb down a ladder into their ridged-hull inflatable boat after completing an inspection aboard the *USNS LCpl. Roy M. Wheat*. In photo at right, Italian team members secure the *Wheat's* flight deck during their operations. (U.S. Navy photos by Mass Communication Specialists 2nd Class Jimmy C. Pan and Felicito Rustique)



A member of a Spanish navy team stands guard over a detained crew member (photo at left) aboard the *USNS LCpl. Roy M. Wheat* while one of his comrades (above) verifies identification of another mariner. (U.S. Navy photos by Mass Communication Specialist 2nd Class Felicito Rustique)

At Sea And Ashore With the SIU



SEALAND EAGLE'S ICY TRANSIT – AB Brad Brunette (above) and his fellow mariners aboard the *Sealand Eagle* didn't let icy conditions in the North Atlantic deter them during a recent voyage.



SUPPORTING PRO-MARITIME CONGRESSMAN – SIU members in early June turned out in support of U.S. Rep. Rick Larsen (D-Wash.) during a re-election campaign kickoff in Everett, Wash. Some of those Seafarers are pictured with the congressman, who is standing third from left.



PHASE II ABOARD MAERSK OHIO – One of the most valuable components of the unlicensed apprentice program conducted by the SIU-affiliated Paul Hall Center is Phase II – a 90-day period during which trainees rotate through each department on a Seafarers-contracted ship. Here, Recertified Bosun Domingo Leon Jr. (right) and UA Osamah Saleh pause for a photo before resuming their duties aboard the *Maersk Ohio*.



MILESTONES IN HOUSTON – SIU officials at the Houston hall recently congratulated two Seafarers on separate milestones. In photo at right above, Port Agent Mike Russo (left) presents an A-seniority book to AB Carlos Colon. In the other snapshot, Safety Director Brian Kinard gives newly retired Steward/Baker Loicy Jones her first pension check. Congratulations to Brother Colon and Sister Jones on their achievements



SNAPSHOT FROM SISLER – Bosun Ken Steiner (right) and AB William McIntyre are pictured aboard the *USNS Sisler* in the Mediterranean. The vessel is part of the U.S. Military Sealift Command's prepositioning program.



MEETING ABOARD EL MORRO – Port Agent Amancio Crespo submitted this photo of members on the *El Morro* in San Juan, P.R. It was taken shortly after a late-May meeting aboard the vessel. Pictured from left are OMU Rickey Pettaway, Chief Cook John Foster, AB Errick Nobles, Recertified Steward Rafael Cardenas, OMU Dana Thomas and AB Angelo Wilcox.

NEW YORK-AREA MEMBERS BACK JOBS FORUM

– More than a dozen New York-area SIU members, including those pictured here, participated in a major gathering of labor and environmental groups invited by the Cornell Global Labor Institute in New York City. The occasion (last fall) was a symposium titled "Jobs, Justice, Climate: A Rally for Labor and Environment Movements." AFL-CIO President Rich Trumka was a featured speaker at the event, which took place at the New York Society for Ethical Culture. He and other speakers emphasized their unity in supporting solutions to climate change that include major focus on the need for good, family-sustaining jobs.





UA Lisa Lee, QMED Daryl Thomas
Sealand Eagle



Pictured from left to right aboard the *El Faro* are SA Dennis Uchic, Recertified Steward Lauren Oram, Chief Cook Marychris Littel and Baltimore Port Agent Elizabeth Brown.

Snapshots from *Sealand Eagle*, *El Faro*

DEU **John Cooper** recently submitted these photos from voyages aboard the *Sealand Eagle* and the *El Faro*, respectively. A regular contributor to the *Seafarers LOG*, Cooper extended his thanks to SIU Vice President Contracts George Tricker, Assistant Vice President Bryan Powell, Assistant Vice President Archie Ware and Port Agent

Elizabeth Brown for their efforts and support.

Some of the photos show unlicensed apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education. Those apprentices are in Phase II of the program – a 90-day shipboard training period during which they rotate through each department.



UA Ann Mensch
El Faro



AB David Eller
El Faro



Recertified Steward Edward Collins,
UA Kevin Cunningham
Sealand Eagle



UA Lisa Lee, DEU John Cooper
Sealand Eagle



UA Kevin Cunningham
Sealand Eagle



UA Gwendolyn Garcia
El Faro



OMU Thomas Hawks
El Faro

Oil Spill

Prevention & Containment



A Valuable Part of Paul Hall Center Training for 20 Years

Since 1991, the union-affiliated Paul Hall Center for Maritime Training and Education has offered a U.S. Coast Guard-approved course titled Oil Spill Prevention and Containment. It is a 35-hour class available to mariners from each shipboard department who meet the school's general admission requirements.

Like many other Paul Hall Center courses,

this one blends practical training exercises with classroom instruction. Topics include oil types and petroleum products' behavior on water; pollution prevention regulations; hazardous materials training; spill prevention; absorbents; suction equipment; skimmers and their proper use; and small-boat operations. Students also receive instruction involving spill containment

booms, boom towing configurations, and anchoring operations.

Based in Piney Point, Md., the Paul Hall Center opened in 1967.

The photos on these two pages were taken during a mid-June class. The students are Seafarers from SIU-contracted Penn Maritime Inc.





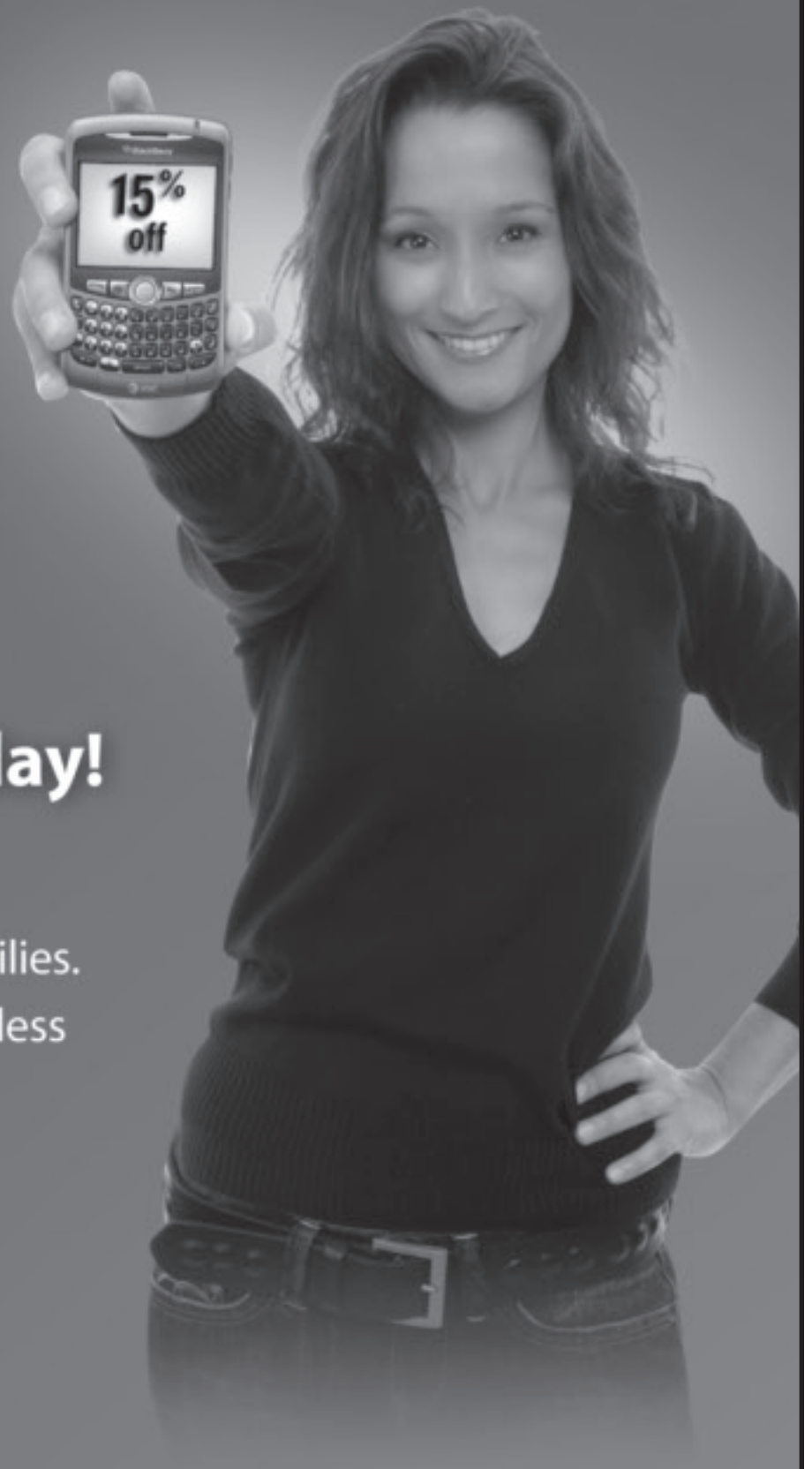
Graduating from the course in mid-June are (from left) Seafarers Felix Alfonso, Mike Washburn, Kevin Snick, John Neal, Jesus Medrano, Paul Starvish, Greg Greene and Paul McCready. Instructor Stan Beck is at far right.

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ATT-SIU-0610

Online Petition Urges Action Against Piracy

As previously reported in the LOG and at the June membership meetings, an unprecedented coalition of organizations – from trade unions to shipowners' associations and insurers – recently teamed up to launch an online petition demanding action to end piracy. The web address for the petition, which launched on May 20, is:

www.endpiracypetition.org
A link to the petition also is available on the SIU home page, www.seafarers.org.

The SIU had a hand in

developing the petition, which is part of the International Maritime Organization's Year of the Seafarer campaign. It is intended to call worldwide attention to piracy and in particular is designed to grab the interest of leaders across the globe. The plan is to deliver at least half a million signatures to governments by September 23, which is IMO World Maritime Day.

Seafarers are encouraged to make their voices heard by signing the petition.

July & August 2010 Membership Meetings

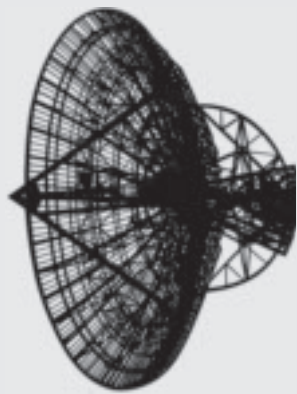
Piney Point.....	*Tuesday: July 6, Monday: August 2
Algonac.....	Friday: July 9, August 6
Baltimore.....	Thursday: July 8, August 5
Guam.....	Thursday: July 22, August 19
Honolulu.....	Friday: July 16, August 13
Houston.....	Monday: July 12, August 9
Jacksonville.....	Thursday: July 8, August 5
Joliet.....	Thursday: July 15, August 12
Mobile.....	Wednesday: July 14, August 11
New Orleans.....	Tuesday: July 13, August 10
New York.....	Tuesday: July 6, August 3
Norfolk.....	Thursday: July 8, August 5
Oakland.....	Thursday: July 15, August 12
Philadelphia.....	Wednesday: July 7, August 4
Port Everglades.....	Thursday: July 15, August 12
San Juan.....	Thursday: July 8, August 5
St. Louis.....	Friday: July 16, August 13
Tacoma.....	Friday: July 23, August 20
Wilmington.....	Monday: July 19, August 16

* Piney Point change created by Independence Day holiday

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

ATTENTION SEAFARERS

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Action Donation
(SPAD)

Dispatchers' Report for Deep Sea

May 16, 2010 – June 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	15	6	1	11	7	3	1	13	6	3
Anchorage	2	4	1	1	4	1	2	2	6	0
Baltimore	7	13	1	4	5	1	3	9	16	2
Fort Lauderdale	18	15	2	11	10	0	11	21	20	8
Guam	5	3	2	3	3	1	0	7	5	1
Honolulu	12	5	0	11	4	0	1	16	17	1
Houston	52	20	2	31	17	3	18	103	35	6
Jacksonville	31	27	1	30	14	1	17	57	53	3
Joliet	5	6	1	4	5	0	0	3	7	1
Mobile	14	4	1	10	3	1	4	20	13	2
New Orleans	13	6	2	8	7	0	9	19	6	4
New York	35	23	3	26	13	2	16	77	36	5
Norfolk	21	28	8	11	25	2	7	30	46	14
Oakland	16	18	1	20	8	0	12	42	20	2
Philadelphia	4	5	0	3	4	0	2	6	11	0
Piney Point	2	10	2	1	11	1	2	2	2	5
Puerto Rico	12	8	3	3	8	0	3	14	10	4
Seattle	38	17	1	24	13	0	14	69	35	0
St. Louis	3	0	0	0	3	0	0	5	7	0
Wilmington	40	19	3	26	19	1	21	63	47	15
TOTALS	345	237	35	238	183	17	143	578	398	76
Engine Department										
Algonac	5	1	0	2	2	2	1	4	2	2
Anchorage	0	1	0	1	0	0	0	1	4	0
Baltimore	9	2	0	4	1	0	3	11	7	0
Fort Lauderdale	8	6	0	7	5	0	5	18	12	0
Guam	2	1	0	0	1	0	0	2	2	0
Honolulu	4	5	1	2	3	1	1	9	8	1
Houston	14	18	0	7	12	1	9	31	25	1
Jacksonville	16	21	0	15	14	0	12	29	42	0
Joliet	0	0	1	0	2	0	0	1	1	1
Mobile	4	6	0	7	1	0	2	14	12	0
New Orleans	8	0	0	6	1	0	3	8	2	0
New York	14	13	1	13	5	2	10	28	27	5
Norfolk	8	9	2	3	10	0	1	20	20	2
Oakland	13	6	1	10	8	2	5	21	14	1
Philadelphia	2	5	0	2	0	0	1	6	6	0
Piney Point	2	1	0	2	1	0	1	2	1	0
Puerto Rico	2	8	0	1	8	1	1	3	17	1
Seattle	14	14	0	7	7	0	3	20	26	0
St. Louis	1	2	1	0	1	1	1	1	3	0
Wilmington	10	13	0	6	5	0	5	24	19	4
TOTALS	136	132	7	95	87	10	64	253	250	18
Steward Department										
Algonac	2	1	0	1	1	1	0	4	4	0
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	2	2	1	4	0	0	0	5	4	1
Fort Lauderdale	11	6	0	7	2	0	5	9	10	0
Guam	0	1	1	1	1	1	0	2	1	2
Honolulu	11	2	0	6	1	0	3	25	3	1
Houston	11	7	0	18	5	0	9	23	14	0
Jacksonville	18	12	0	10	6	0	9	27	14	0
Joliet	0	1	0	0	1	1	1	0	1	0
Mobile	3	1	0	6	1	0	0	8	4	0
New Orleans	8	3	0	3	2	0	3	15	5	0
New York	23	7	0	13	4	0	6	44	9	0
Norfolk	14	13	1	12	12	1	9	16	19	1
Oakland	20	2	1	16	5	1	7	40	6	0
Philadelphia	3	4	0	2	1	0	0	2	3	0
Piney Point	5	2	0	0	1	0	0	7	3	0
Puerto Rico	2	0	0	1	2	1	3	6	5	0
Seattle	18	5	0	15	2	0	12	33	9	1
St. Louis	0	2	0	2	1	0	0	1	2	1
Wilmington	19	3	0	13	4	0	11	44	5	2
TOTALS	170	75	4	130	52	6	78	311	122	9
Entry Department										
Algonac	1	8	7	2	13	5	3	0	11	4
Anchorage	0	2	1	0	0	0	0	0	2	1
Baltimore	0	2	1	0	2	0	0	0	5	2
Fort Lauderdale	0	9	5	0	6	0	1	0	10	9
Guam	0	1	0	0	0	0	0	0	3	1
Honolulu	1	3	1	0	4	3	0	3	9	8
Houston	3	10	5	3	9	0	2	3	31	17
Jacksonville	5	17	9	0	16	1	6	7	34	18
Joliet	2	3	2	1	2	0	0	0	2	2
Mobile	0	5	2	0	3	2	0	1	7	5
New Orleans	1	5	3	1	2	0	0	1	8	5
New York	5	23	8	4	20	1	3	10	55	12
Norfolk	0	17	15	0	12	4	0	0	32	39
Oakland	4	16	5	3	6	4	0	4	34	9
Philadelphia	0	1	3	0	2	1	1	0	1	3
Piney Point	0	6	22	0	4	24	1	0	3	5
Puerto Rico	0	0	0	1	0	0	0	1	1	0
Seattle	4	14	3	5	8	3	4	7	24	9
St. Louis	0	2	0	0	1	0	0	0	1	0
Wilmington	2	14	5	2	5	1	1	7	43	35
TOTALS	28	158	97	22	115	49	22	44	316	184
GRAND TOTALS:	679	602	143	485	437	82	307	1,186	1,086	287

Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

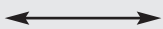
Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermet Mangram,
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

635 Fourth Ave., Brooklyn, NY 11232
(718) 499-6600

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was answered in Brooklyn, N.Y.

Why did you enter this industry and why have you stuck with it?

William G. Rackley

AB

My father, **William Lee Rackley**, was a longtime member of the SIU – he started back in 1940. I wanted to travel and I followed in his footsteps. He sailed as bosun. I've stuck with it for 28 years. I've lived in two different places in Hawaii and I currently live in the Philippines. It has given me the opportunity to live all over the world and to live freely.



James Triassi

Bosun

Fairly simple: I got into

the industry because I love to travel, and this is a perfect opportunity. Of course, it's different now. I started in 1971. I love the work and learning new things. With all the new and different kinds of ships you get on, you've got to learn something new every day, and in this industry, you can. At my age, what else am I going to do? I'm 62, will be 63 next month.



Timothy Koebel

Recertified Bosun

I got into it because I heard the SIU was the best union to join if you're going to go to sea, which it has turned out to be. And also they had a veterans' program (at Piney Point), which I entered in 1979. The reason I've stayed with it is I've done very well. Bobby Selzer (New York port agent) has

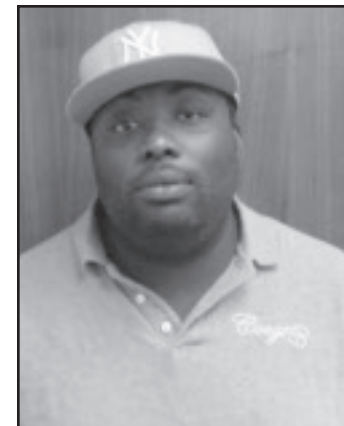


working with other men. I stayed with it because of the travel part, of course, and lastly, it has been a way to support my family without having to work too hard. It provides a good vacation time, also.

Eric Clotter

Chief Cook

I wanted to do something better for myself, for the future. My father was in the industry for so many years – he sailed as an SIU electrician. My brother was a chief cook, now he's a chief steward. I joined the family business. It's a blessing and a challenge to be part of the SIU. I'm looking forward to more challenges and for the future, and I thank God for everything. I joined the SIU in 2003.



helped me a lot and I've been very happy. I've been very happy.

Domingo Leon Jr.

Recertified Bosun

It was a way to travel, but it was also during the Vietnam War and the industry was short of men. I filled out an application in 1970 and was accepted. It has provided me a way to make money. It gave me the experience of



Pic-From-The-Past



Retired Seafarer Vincent Patterson of Signal Mountain, Tenn., sent the above photo. Pictured are crew members aboard the Liberty Ship *SS James E. Howard*, including Seafarers, and personnel from the U.S. Navy and U.S. Army. Vincent is seated in the middle wearing a white shirt and tie. The photo was taken in July 1943 while the *Howard* was docked in Cairo, Egypt. The vessel was transporting supplies into the Suez Canal for use in the invasion of Sicily.

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

ENRIQUE BODDEN

Brother Enrique Bodden, 66, became an SIU member in 2001. His first ship was the *Mormac Sun*; his last was the *American Queen*. Brother Bodden worked in the engine department. He attended classes on three occasions at the Paul Hall Center in Piney Point, Md. Brother Bodden resides in Marrero, La.



WILLIAM DAY

Brother William Day, 65, joined the union in 1990. He initially sailed on the *Courier*. In 2000 and 2001, Brother Day visited the union-affiliated school in Piney Point, Md., to upgrade his skills. The engine department member most recently shipped aboard the *1st Lt. Baldomero Lopez*. Brother Day is a resident of Nolanville, Texas.



SHELDON GREENBERG

Brother Sheldon Greenberg, 56, started sailing with the Seafarers in 1978 while in the port of Jacksonville, Fla. His earliest voyage was on the *Bradford Island*.



Brother Greenberg frequently upgraded at the maritime training center in Piney Point, Md. He was a member of the engine department. Brother Greenberg's final trip to sea was aboard the *Maersk Michigan*. He lives in Orange Park, Fla.

THOMAS HARTMAN

Brother Thomas Hartman, 55, signed on with the SIU in 1974 in the port of San Francisco. He originally shipped on the *Baltimore*. Brother Hartman upgraded often at the



Seafarers-affiliated school in Piney Point, Md. He sailed in all three departments during his career. Brother Hartman's last ship was the *Oakland*. He continues to make his home in his native state of California.

VARNEY MILNER

Brother Varney Milner, 64, began sailing with the union in 2001.

Brother Milner first sailed on the *Sgt. Matej Kocak*. He was born in New York and shipped in the deck department. In 2002, Brother Milner enhanced his skills at the Paul Hall Center. His final trip was aboard the *Comet*. Brother Milner calls Downers Grove, Ill., home.



MARIANO MORENO

Brother Mariano Moreno, 65, donned the SIU colors in 1968. His first voyage was on the *Sea Del*. Brother Moreno, who sailed in all three departments, was born in Puerto Rico.



His last ship was the *Ponce*. Brother Moreno resides in Spring Hill, Fla.

WAYNE SHINDLER

Brother Wayne Shindler, 71, joined the union in 2001 while in the port of Norfolk, Va. He initially sailed aboard the *USNS Dahl*. In 2001 and 2006, Brother Shindler took advantage of educational opportunities at the union-affiliated school in Piney Point, Md. His most recent trip was on the *USNS Watson*. Brother Shindler, who sailed in the steward department, is a resident of Norfolk.

MACARIO TORRE

Brother Macario Torre, 60, was born in the Philippines. He began sailing with the union in 1980. Brother Torre, a member of the deck department, was originally employed on the *Express*. He attended classes on numerous occasions at the Paul Hall Center. Brother Torre's final voyage was aboard the *Maersk Virginia*. He settled in Clark, N.J.



MICHAEL WATSON

Brother Michael Watson, 61, became an SIU member in 1968. He first sailed on the *Yellowstone*. Brother Watson, who sailed in the deck department, was born in Seattle. He most recently shipped aboard

the *North Star*. Brother Watson makes his home in Tacoma, Wash.

INLAND

PETER ALLERT

Brother Peter Allert, 62, joined the SIU ranks in 1999 while in the port of Houston. He first sailed on vessels operated by Moran Towing of Texas. Brother Allert was a member of the engine department. His last trip was with Crowley Towing & Transportation of Jacksonville. Brother Allert lives in Ingleside, Texas.



HAROLD FLANAGAN

Brother Harold Flanagan, 58, signed on with the union in 1977 in the port of New Orleans. He primarily worked aboard Crescent Towing of New Orleans vessels. Brother Flanagan shipped in the deck department. He calls Canton, Miss., home.

WILLIAM HOLCOMB

Brother William Holcomb, 64, donned the SIU colors in 1967. He originally sailed with



the *Seabulk Tanker*. Brother Holcomb resides in Zavalla, Texas.

THOMAS MACEY

Brother Thomas Macey, 63, started his seafaring career in 1973. The steward department member shipped mostly on Crowley Towing of Wilmington vessels. Brother Macey was born in Long Beach, Calif. He was a frequent upgrader at the Piney Point school. Brother Macey is a resident of Cypress, Calif.



HILARIO MORANTE

Brother Hilario Morante, 56, joined the SIU in 1985 and primarily sailed in the deck department aboard vessels operated by Crowley Towing & Transportation of Wilmington.



Brother Morante enhanced his skills at the union-affiliated school in Piney Point, Md. He makes his home in Jacksonville, Fla.

JOAQUIM PEREIRA

Brother Joaquim Pereira, 66, became an SIU member in 1986. He mainly worked with Penn Maritime Inc. Brother Pereira upgraded in 2001 at the Seafarers-affiliated training center in Piney Point, Md. He lives in New Bedford, Mass.



This Month In SIU History

Reprinted from past issues of the Seafarers LOG

1950

On July 20, the SIU signed agreements with its contracted operators providing that Seafarers aboard contracted ships in the five zones along the Chinese coast will be protected against war risks by teams of riders supplementing the ships' articles until agreement is reached with the operators on adequate bonus payments, personal effects payments and attack bonuses. The agreement on the war bonuses payments was made retroactive to the date that the Korean hostilities broke out. Crew members of the affected ships will receive in addition to basic wages and allowances, 100 percent of their base wages while in the five specified areas rendered unsafe, including the waters around Korea.

1959

Seafarers on the cement carrier *Florida State* were caught in the crossfire stirred by an attempted revolt in the Dominican Republic but all escaped unhurt. The SIU-manned ship was strafed by planes and stopped by gunboats several times off the Dominican coast before returning to Port Everglades, Fla. The latest incidents occurred a few hours before an

alleged "invasion force" in two armed launches was stopped on the coast by Dominican government forces. The "invaders" had reportedly been based in Cuba.

1967

In a report to the Atlantic and Gulf membership during the regular July membership meeting at headquarters, President Paul Hall told the members that facilities for the training and upgrading of seamen were being expanded. In addition to local training sites in New York and other outposts, the SIU has recently purchased a 28-acre site at Piney Point, Md., to train young men for entry-level jobs aboard American-flag ships. This will be in addition to upgrading training to enable working seamen to qualify for promotions after specialized training.



1994

SIU members in the Port of San Juan, P.R., helped pull a grounded oil tanker to safety without spilling any of the 13 million gallons of fuel oil the runaway-flag vessel was carrying. Seafarers aboard tugs operated by Crowley Maritime moved the Greek-flagged, Liberian-owned *Mantina* safely into Guayanilla Bay. The 749-foot ship had been grounded in sand.

Final Departures



DEEP SEA

THOMAS ARMSTRONG

Pensioner Thomas Armstrong, 87, passed away Jan. 1. Brother Armstrong became a Seafarer in 1953. His first trip was with Seatrain Lines Inc. Brother Armstrong was born in Illinois. Prior to his retirement in 1987, he shipped on the *Beaugard*. Brother Armstrong settled in Florida.



CLARENCE FELDER

Pensioner Clarence Felder, 77, died Jan. 13. Brother Felder began shipping with the Marine Cooks & Stewards while in the port of San Francisco. He was born in Mississippi and sailed in the steward department. Brother Felder's earliest trip to sea was aboard the *President Madison*; his last was on the *President Johnson*. He started collecting his retirement in 1987 and made his home in California.

JAMES LARATTA

Pensioner James Laratta, 70, passed away Feb. 20. Brother Laratta joined the SIU ranks in 1987 while in the port of Norfolk, Va. He initially sailed on the *USNS Capella*. Brother Laratta, a member of the engine department, was born in Glen Ridge, N.J. His final voyage took place aboard the *Portsmouth*. Brother Laratta became a pensioner in 2004. He resided in Titusville, Fla.



CARLITO NAVARRO

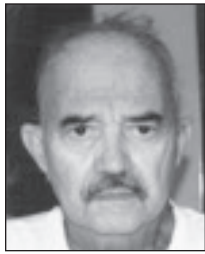
Brother Carlito Navarro, 59, died Feb. 11. He was born in the Philippines. Brother Navarro signed on with the SIU in 1979 while in Piney Point, Md. His first voyage was on the *Adventurer*. Brother Navarro sailed in the steward department. His final trip was aboard a Matson Navigation Company vessel. Brother Navarro called Anaheim, Calif., home.

CHESTER PRESTON

Pensioner Chester Preston, 69, passed away Feb. 16. Brother Preston started shipping with the union in 1991. He first sailed on the *Cape Ann*. Brother Preston was born in the Philippines and worked in the engine department. He was last employed aboard the

Gopher State.

Brother Preston lived in Norfolk, Va., and went on pension in January of 2010.



WILLIAM REID

Pensioner William Reid, 82, died Jan. 23. Brother Reid was born in Long Island, N.Y. He joined the union in 1953 in the port of New York. Brother Reid originally shipped with Emerson Steamship Company as a member of the steward department. His final trip was on the *Value*. Brother Reid continued to call New York home. He retired in 1992.



ANTONIO VILLANUEVA

Brother Antonio Villanueva, 86, passed away Feb. 2. He first donned the SIU colors in 1963 while in the port of New Orleans. Brother Villanueva initially sailed aboard the *Trans Indiana*. The deck department member most recently worked on the *Aguadilla*. He was born in Honduras but made his home in Surprise, Ariz.

RICHARD WILLIAMS

Pensioner Richard Williams, 84, died Feb. 4. Brother Williams began sailing with the union in 1951. His earliest trip was on the *Devils Lake*. The Virginia native shipped in the deck department. Brother Williams' final ship was the *LNG Gemini*. He was a resident of Windsor, N.C. Brother Williams became a pensioner in 1991.



INLAND

RAYMOND DANLEY

Pensioner Raymond Danley, 82, passed away Jan. 2. Brother Danley was born in Florida. He started his seafaring career in 1966. Brother Danley's first vessel was operated by De-Bardeleben Marine Corporation.



Before retiring in 1994, he worked with Crowley Towing of Jacksonville. Brother Danley continued to reside in his native state.

RICHARD ECKLES

Pensioner Richard Eckles, 77, died Feb. 9. Brother Eckles became a union member in 1962 while in the port of New Orleans. He primarily sailed aboard Capital Towing Company vessels. Brother Eckles was born in Baton Rouge, La. He went on pension in 2001 and called Zachary, La., home.



ADELL GAUTHIER

Pensioner Adell Gauthier, 83, passed away Feb. 26. Brother Gauthier signed on with the SIU in 1967. He was employed with National Marine Service Inc. for the duration of his career. Brother Gauthier was born in Pilottown, La. He started collecting his retirement pay in 1988. Brother Gauthier lived in Freeport, Fla.

GREAT LAKES

MARK FRALEY

Brother Mark Fraley, 49, died Feb. 19. He was born in St. Clair, Mich. Brother Fraley joined the union 1979 while in Piney Point, Md. His first ship was the *Sharon*; his last was the *Indiana Harbor*. Brother Fraley continued to make Michigan home.

NELSON HAWLEY

Pensioner Nelson Hawley, 75, passed away Feb. 24. Brother Hawley began sailing with the SIU in 1966. He was born in Fairview, Mich., and shipped in the engine department. Brother Hawley originally worked aboard a vessel operated by *Huron Portland Cement*. His last trip was on the *JAW Iglehart*. Brother Hawley retired in 1996 and resided in Alpena, Mich.

NATIONAL MARITIME UNION

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

TELISFORD AMAYA

Pensioner Telisford Amaya, 91, passed away Feb. 27. Brother Amaya was a native of Honduras. He retired in 1978. Brother Amaya lived in Johnson City, Tenn.

ANTONIO BARROS

Pensioner Antonio Barros, 89, died Feb. 28. The Massachusetts native went on pension in 1968. Brother Barros made his home in Bronx, N.Y.

ERNEST BURNETT

Pensioner Ernest Burnett, 82, passed away Feb. 14. Brother Burnett was born in Colver, Pa. He became a pensioner in 1992 and resided in Falmouth, Mass.

ROBERT CAIN

Pensioner Robert Cain, 88, died Feb. 2. Brother Cain, a native of Georgia, went on pension in 1978. He made his home in Mobile, Ala.

WILLIAM CONYERS

Pensioner William Conyers, 85, passed away Jan. 25. Brother Conyers was born in Love Grove, N.C. He retired in 1984. Brother Conyers lived in Port Arthur, Texas.

JOHN CZUPLAK

Pensioner John Czuplak, 82, died Feb. 4. Brother Czuplak was born in Pennsylvania. He started collecting his retirement compensation in 1969 and settled in Chesapeake, Va.

WILLIAM HARRISON

Pensioner William Harrison, 76, passed away Jan. 6. The New York-born mariner became a pensioner in 1998. Brother Harrison was a resident of Hayward, Calif.

VANN HATLEY

Pensioner Vann Hatley, 84, died Jan. 13. Brother Hatley was a North Carolina native. He went on pension in 1972. Brother Hatley lived in Concord, N.C.

THOMAS HAYNES

Pensioner Thomas Haynes, 86, passed away Feb. 5. Brother Haynes was born in Georgia. He retired in 1990. Brother Haynes called Union Point, Ga., home.

LAWRENCE HUTSON

Pensioner Lawrence Hutson, 89, died Feb. 7. Brother Hutson was a native of Britain. He started collecting his retirement compensation in 1973. Brother Hutson made his home in Mobile, Ala.

RAMON JIMENEZ

Pensioner Ramon Jimenez, 100, passed away Feb. 17. Brother Jimenez, a native of Puerto Rico, became a pensioner in 1973. He settled in Opa-locka, Fla.

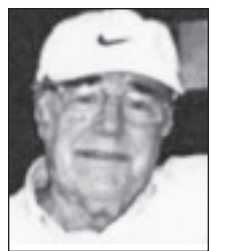


JUSTO MIRANDA

Pensioner Justo Miranda, 89, died Jan. 19. Brother Miranda was born in Honduras. He went on pension in 1970 and resided in Brooklyn, N.Y.

WALTER REYNOLDS

Pensioner Walter Reynolds, 90, passed away Feb. 20. Born in Lowell, Mass., he retired in 1984. Brother Reynolds was a resident of Seattle.



PHILLIP RILEY

Pensioner Phillip Riley, 78, died Jan. 28. Brother Riley was a native of Savannah, Ga. He began receiving his pension in 1996. Brother Riley continued to live in Georgia.

VIDAL RIVERA

Pensioner Vidal Rivera, 84, passed away Jan. 22. Brother Rivera was born in Puerto Rico. He started collecting his retirement compensation in 1987. Brother Rivera made his home in New York.

DAVID SHAW

Pensioner David Shaw, 86, died Jan. 16. Brother Shaw, a native of Texas, retired in 1989. He called Sun City, Calif., home.

EDWARD TUCKER

Pensioner Edward Tucker, 56, passed away Jan. 7. Brother Tucker was born in Rhode Island. He went on pension in 2008. Brother Tucker made his home in Falmouth, Mass.

The following former members of the NMU also have passed away; however, no data was available to construct individual biographical sketches:

Name	Age	DOD
Bergeron, Anthony	81	Feb. 5
Carruthers, Troy	83	Feb. 3
Guerrero, Antonio	78	Feb. 26
Jones, Linwood	80	Feb. 1
Loy, Peter	82	Feb. 4
Mackey, Warren	83	Feb. 8
Martin, Charles	85	Feb. 14
Rocco, James	84	Feb. 4
Salih, Ali	89	Feb. 11



Digest of Shipboard Union Meetings

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

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

CAPE TEXAS (Crowley), May 25 – Chairman **Jimmy Ocot**, Educational Director **Quincy Wilson**, Deck Delegate **Julius Obilana**, Engine Delegate **Louis Santiago**. Chairman urged crew members to keep documents updated. He also asked them to place life preservers in the port-side deck room. Secretary reminded mariners to clean rooms and leave laundry bags outside of rooms for collection. Educational director discussed new style and requirements for z-cards and the quick turnaround. Treasurer stated money in ship's fund was used to purchase DVDs. Deck delegate reported that weekly sanitary pay was not being received. Engine delegate inquired about the 401K plan. Steward delegate thanked everyone for a smooth voyage.

HORIZON EAGLE (Horizon Lines), May 12 – Chairman **Anton Sulic**, Secretary **Rang V. Nguyen**, Educational Director **Steling Cox**, Deck Delegate **Peter Koucky**, Engine Delegate **Servando Canales**, Steward Delegate **Muckbil A. Shabi**. Chairman thanked crew for a good trip and went over ship's itinerary. He stated pay-off would take place May 22 at sea. Members were asked to empty trash cans before departing vessel and leave fresh linen for reliefs. Secretary encouraged crew members to donate to SPAD (Seafarers Political Action Donation) and keep dues current. Treasurer noted ship's fund money would be used to get two new bikes. No beefs or disputed OT reported. President's report was read and discussed from the April 2010 *Seafarers LOG*. Next port: Oakland, Calif.

HORIZON RELIANCE (Horizon Lines), May 16 – Chairman **Kissinfor Taylor**, Secretary **Joseph Laureta**, Educational Director **Daniel Borden**, Deck Delegate **Felipe Jimenez**, Steward Delegate **Frank Iverson**. Chairman announced that ship would be in the yard from May 27 until July 15. Secretary reminded mariners to clean up after themselves. Educational director suggested crew members take advantage of upgrading opportunities at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Members were reminded to renew documents early so they won't miss job opportunities. Treasurer stated \$138 in satellite fund. No beefs or disputed OT reported. All Seafarers aboard vessel expressed gratitude to SIU President Mike Sacco and the other union officials for their tireless work to preserve jobs in these difficult times. Thanks were given to Steward **Joe Laureta** for good food. Next ports: Long Beach, Calif., Honolulu and China.

HORIZON SPIRIT (Horizon Lines), May 27 – Chairman **Donald Rezendes**, Secretary **Roderick Clay**, Educational Director **Roy Frett**, Engine

Delegate **Thomas Humphreys**, Stewards Delegate **Raul Napoles**. Chairman announced payoff at sea on May 28. Crew members were thanked for the excellent work they did getting ship ready after shipyard. Room inspection took place earlier in the day. Secretary reminded crew to always be aware of their surroundings and respect their shipmates. Educational director advised mariners to attend classes at the Piney Point school to enhance seafaring abilities. He also reviewed the basics of SPAD, the union's voluntary political action fund, with the crew. Treasurer noted \$63 in movie fund. No beefs or disputed OT reported. Request was made for a new region 8 DVD player. Mariners were asked to clean rooms before signing off. Kudos given to the steward department for great food. Next port: Honolulu.

HORIZON TRADER (Horizon Lines), May 30 – Chairman **Antonio Mercado**, Secretary **Kevin Dougherty**, Educational Director **Thomas Flynn**, Deck Delegate **Efrian Alvarez**, Engine Delegate **Wilmer McCants**, Steward Delegate **Richard Jones**. Bosun announced payoff on June 4 upon arrival in Jacksonville, Fla. He reminded crew members that a safety vest is required in all APM ports and that Jacksonville requires two forms of ID, one being the TWIC card. Educational director advised everyone to upgrade and make sure they stay up-to-date on their TWIC & MMDs. Treasurer reported \$1,800 in ship's fund. No beefs or disputed OT reported. It was suggested that direct deposit of vacation checks be made available. Basic safety requirements were discussed. Bosun thanked steward department for great BBQs. Next ports: Jacksonville, Fla., San Juan, P.R., and Elizabeth, N.J.

HOUSTON (USS Transport), May 3 – Chairman **John Lamprecht**, Secretary **Robert Wilcox**, Educational Director **Scott Fuller**, Deck Delegate **Dean Stanley**, Engine Delegate **Noel Magbitang**, Steward Delegate **Irvinson Perez**. Chairman expressed his satisfaction with work performed by crew. He stressed the importance of safety first. Secretary thanked crew for helping keep pantry and messhall clean. Crew members were asked to keep lint filters clean to prevent fires and make dryer work more efficiently. Educational director advised members to upgrade, which can lead to better opportunities and advancement. He reminded crew members to keep documents current. No beefs or disputed OT reported. Announcement was made that laptop is available for e-mail on bridge when in port or at anchor. Suggestion was made to reimburse members for added baggage fees when joining vessel.

MAERSK CAROLINA (Maersk Line, Limited), May 2 –

Memorial Day Aboard the Midnight Sun



The crew aboard the SIU-contracted and TOTE operated *Midnight Sun* on Memorial Day were the recipients of a dual-layered surprise courtesy of their skipper Capt. Daniel J. Severino. Not only did the captain reward the crew for their hard work by giving them break relief for the holiday, but also took his gesture one step further by preparing and grilling an assortment of entrees for their dining pleasure. According to Chief Cook Sal Ahmed, Severino stepped into the galley, prepared all of the meats and seafood (everything from cutting to marinating) and then grilled them. The entrees for the resulting meal—all Severino's creations—included grilled leg of lamb steaks, grilled salmon, grilled fillet mignon and hot dogs. The galley gang (photo above) contributed shrimp cocktail, pizza, deviled eggs, potato salad, baked beans and strawberry short cake. Galley gang members (from left to right) included Chief Cook Ahmed, Recertified Steward Chris Amigable and SA Nasser Abdullah. Captain Severino is second from left. *Midnight Sun* Bosun Fadel Saleh (right) gets a crash course in the art of grilling from Severino in the photo below.



Chairman **Brian Fountain**, Secretary **Alexander Banky**, Educational Director **Kevin Cooper**. Chairman reported another safe trip with no lost time injuries. He noted payoff to take place on May 10 in Newark, N.J. Crew members were reminded to keep garbage room locked. Secretary urged mariners to make sure they have all receipts turned into the captain and check pay vouchers at payoff. He also encouraged them to contribute to SPAD and leave rooms clean for next member. No beefs or disputed OT reported. Crew members thanked AB **Ron Mena** for donating his time and showing his knot-making skills. His artwork is on display throughout the ship. Next ports: Newark, N.J., Charleston, S.C., and Norfolk, Va.

RACER (Maersk Line, Limited),

May 12 – Chairman **Thomas Flanagan**, Secretary **Glen Williams**, Educational Director **Jeffrey Levie**, Deck Delegate **Kenneth Simmons**, Engine Delegate **Bernard Smalls**, Steward Delegate **Sandra Vann**. Chairman announced payoff in Newark, N.J., on May 18. He asked those departing the vessel to leave rooms clean and supplied with fresh linen for new crew. Request was made for members to submit ideas for upcoming contract negotiations. Educational director encouraged fellow mariners to keep going to Piney Point to upgrade skills. Treasurer stated \$550 in ship's fund. No beefs or disputed OT reported. Clarification requested on transportation policy and reimbursement. Crew was asked to be considerate of others concerning computer and phones. Next ports: Charleston, S.C.,

Miami, Houston and Mobile, Ala.

ST LOUIS EXPRESS

(Crowley), May 25 – Chairman **Matthew Sagay**, Secretary **Jack McElveen**, Educational Director **Joaquim Figueiredo**, Deck Delegate **Boyd Spivey**, Engine Delegate **Michael Warner**, Steward Delegate **Felecia Royalty**. Chairman informed mariners that if there's a problem aboard the ship they can call or fax the hall to notify them of the vessel's next port. Secretary recommended that all Seafarers donate to SPAD and know what job you are putting in for before you do so. Educational director urged crew to upgrade whenever possible to improve skills; class dates are in the *Seafarers LOG*. No beefs or disputed OT reported. Suggestion was made to reduce sea time requirements to receive full pension benefits.

Seafarers Member Haller Authors His Second Book

SIU electrician and Navy veteran QE4 Robert Haller has written a second book about his seafaring life and, in particular, the service of merchant mariners and his experiences during the Cold War.

His book, "Adventures of a Cold War Veteran," takes readers from his childhood days when his father built a bomb shelter, to his Navy life tracking Soviet nuclear subs during the height of the Cold War and the international tensions of the era, to his experiences as a merchant seaman.

Haller credits his family for his interest in a life at sea. The Paul Hall Center for Maritime Training and Education graduate's three brothers were members of the U.S. Merchant Marine and also graduates of the school. His father was in the U.S. Navy.

In fact, seafaring runs so deeply in his family's tradition that his older brother Chuck's ashes are buried beneath a plaque at the school in honor of his 30 years of service in the U.S. Merchant Marine.

Haller's first published book was titled "Life of a Bluenose." The title comes from the Bluenose Certificates mariners receive for crossing the Arctic Circle for the first time.

The newer publication, "Adventures of a Cold War Veteran," is 72 pages and is



Robert Haller, who joined the SIU as a teenager, displays both of his books.

published by Professional Press, P.O. Box 3581, Chapel Hill, NC 27515-3581, telephone 1-800-277-8960. It sells for \$5.

CIVMARS Support Our Troops

Barely visible beneath the helicopter, a mariner aboard the Seafarers-crewed U.S. Military Sealift Command dry cargo/ammunition ship USNS *Sacagawea* hooks a pallet of supplies to the bottom of an MH-60S Sea Hawk during a vertical replenishment with the USS *Bataan* in the Caribbean Sea. The photo was taken in late February. (U.S. Navy photo by Mass Communication Specialist 1st Class Hendrick Dickson)



Letters To The Editor

Letters may be edited for conciseness and clarity. Submissions may be mailed to 5201 Auth Way, Camp Springs, MD 20746 or e-mailed to webmaster@seafarers.org.

Tribute to Late Father

Enclosed are copies of some of the recognition letters/certificates that my dad received after the war ended. My father, Lutgado Silva, was a retired union member and decorated veteran from World War II. He was so proud of his service that he dedicated a letter to his entire family – specifically, a 1946 letter from the War Shipping Administration. That letter, from Acting Administrator Granville Conway, reads in part:

"During the evening twilight, in October 1944, the *SS Howard L. Gibson*, in which you were serving, was in collision with another vessel of a trans-Atlantic convoy. Both ships immediately burst into flames which, in the case of the *Gibson*, extended from bow to stern. Some progress was made in extinguishing fires in the after part of the ship, but because of the danger of exploding magazines the Master ordered the vessel abandoned. All hands were safely picked up by a destroyer escort. During the night, you volunteered and joined a party of 12 shipmates who returned to the vessel in an attempt to save her from destruction. You knew that the undertaking was extremely dangerous as the ship might blow up at any moment. Nevertheless, you and your companions, working in groups, fought the fires on deck, and manned the machinery in the smoke-filled engine room. After a long and hazardous period of some 30 hours the flames were extinguished and the ship saved.

"I congratulate you upon the performance of a service which was in keeping with the finest traditions of the United States Merchant Marine, and I direct that a copy of this letter be made a part of your Service Record."

My father was an honorable man, rich

with wisdom, loyalty and love. He was dedicated to his family and country and was married to my mom for 72 years. (Mom passed away in 2003.) My father was buried with veterans' honors; the Coast Guard played Taps and gave me the flag.

Teresa Silva
Metairie, Louisiana

Shipboard Memories

Many years ago, I had an adventure on the great old passenger ship *President Lincoln*. It was April of 1945 and I was returning to the USA. I was a sergeant in the Marine Corps and was appointed to feed and care for 60 prisoners of war aboard the ship.

We were sailing from the island of Engebi, part of the Marshall Islands. I spent the next 16 or 17 days of that voyage to San Francisco caring for those prisoners. It was a good voyage and a pleasure to get off that old ship.

Some 25 years later, when I was sailing SIU on the Delta Lines vessel *Del Norte*, I saw and recognized that old ship the *President Lincoln* in the harbor in Rio de Janeiro. It was still sailing, and carrying immigrants from Italy to Argentina under the Italian flag.

I proceeded to board the old ship up the open gangway at the lobby area. There, I approached the fire station and opened the fire axe station doors and turned the axe over and saw the name: *President Lincoln*. It indeed was that old vessel that I had ridden home from the war zone so many years ago.

I am retired from Delta Lines some 28 years now.

Harold Crane
Opelousas, Louisiana

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	August 16 October 11	September 10 November 5
ARPA	July 26 September 27 November 8	July 30 October 1 November 12
Bosun Recertification	October 18	November 8
Fast Rescue Boat	July 26 August 16	July 30 August 20
Lifeboatman	September 27	October 10
Radar Observer (Unlimited)	July 12 September 13 October 25	July 23 September 24 November 5
Radar Recertification (1 day)	August 2 September 8 November 15	August 2 September 8 November 15
STOS	August 23 October 18	September 3 October 29
Tanker Asst DL	August 2	August 13
Tank PIC Barge DL	September 27	October 10

Engine Department Upgrading Courses

Advanced Container Maintenance	November 15	December 10
Basic Auxiliary Plant Operations	July 19 September 13 November 8	August 13 October 8 December 3
FOWT	August 16 October 11	September 10 November 5
Marine Refrigeration Technician	August 23	October 1
Machinist	November 29	December 17
Pumpman	October 4	October 15
Welding	July 5 September 27 October 25 November 29	July 23 October 15 November 12 December 17

Safety Upgrading Courses

Basic & Advanced Firefighting	July 5 October 18	July 16 October 29
BST/Basic Firefighting	July 26 August 16 September 20 October 18 November 15	July 30 August 20 September 24 October 22 November 19

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
Medical Care Provider	July 19 November 1	July 23 November 5

Steward Department Upgrading Courses

Chief Steward	July 19	August 27
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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 June 28.

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, 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.

Notice to Upgraders

Students who have registered for classes at the SIU-affiliated 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 730 – Sixteen unlicensed apprentices completed training in this 60-hour course April 2. Those graduating (above, in alphabetical order) were: Cleavern Brown, Oleg Doskach, Gwendolyn Garcia, Christopher Geraty, Elliott Kolner, Dwain Liess, Casey Matheson, Terry Mattison, Terrence Meadows, Ann Mensch, Saleh Mohamed, James Ross, Mohammed Sarreshtedar, Michael Souza, Frederick Thompson Jr., and William Lee.



Fast Rescue Boat – Eight upgraders completed this 30-hour course May 7. Graduating (above, in alphabetical order) were: Omar Aswad, Juan Bernal-Helices, Richard Cannady, William Coronacion, Samuel Lloyd, John Manning, Stephen Roell and Marc Simpson. Their instructor, Stan Beck, is at left.



Marine Electrician – Twelve upgraders finished their training in this 280-hour course May 14. Graduating (above, in alphabetical order) were: Robin Bourgeois, Leander Collins, Arman DeBois, Robert Ivanauskas, Thomas Jones, Forrest McGee, Tomas Merel, Antoine Rainey, Romel Reyes, Alexander Thodes, Jo-vanio Sprauve and Richard Wright. Jay Henderson, their instructor, is at left. (Note: Not all are pictured.)



Able Seaman – The following individuals (above, in alphabetical order) graduated from this course May 21: Joseph Barnes, Thomas Braillard, Prymus Buckholtz, Victor Cortes-Maldonado, Kelly Forbis, Christopher Hickey, Andrew Hufana, James Johner, Joseph Lacaden, Patricia Lamb, John McElhane, Jonmark Newman, Richard Ong, Rey Ramos, Jonathan Rivera Rodriguez, Santiago Rodriguez-Saldivar, Cedric Short, Rosalind Sparrow, Lisa Williams and Jerald Young. Their instructor, Bernabe Pelingon, is at right.



Tank Ship Familiarization DL – Twenty-six Phase III unlicensed apprentices finished their training in this 63-hour course May 14. Those graduating (above, in alphabetical order) were: Tousif Ahmed, Jason Bimie, Shawn Bising, Timothy Bradstreet, Matthew Caradimos, Ronald Coley, Jessica Crocket, Alethea Earhart, Sheryl Farmer, Gerald Foster II, Kevin Gebhard, Anthony Green Jr., Andrew Gronotte, Kevin Hanmont, Nita Holly, Ricky Howard, Brandon Hutchison, Eddie Jackson, Nicholas McAber, Jason Monk, Shoal Nervo, Keith Reeder, Gavin Scott, Bryan Smith, Sean Smith and Ticer Sutthipong. (Note: Not all are pictured.)

Paul Hall Center Classes



FOWT – The individuals pictured at left finished their requirements in this course May 21. Graduating (in alphabetical order) were: Kenneth Adams II, Danilo Achacoso, Brandy Baker-Days, Joseph Bankhead, Joel Bell, Sotero Berame Jr., Latiffe Brooks, Derrick Clark, Andrew Delutis, Felix Garcia, John Gryko, Keith Jordan Jr., Lucian Lepadatu, Ali Mohamed, Charles Naze, Muthala Noorudin, Edwin Velez, Mohamed Sylla, Charles Wescott and Rickey Yancey. Their instructor, Tim Achorn, is standing at right in plaid shirt. (Note: Not all are pictured.)



Basic & Advanced Firefighting (Crowley) – Six individuals from Crowley Maritime completed this 35-hour course May 21. Those graduating (above, in alphabetical order) were: Jackqueline Ellsworth, Stanley Jackson Jr., Rick James, Michael Proveaux, David Sexton and Shawn Williams. Their instructor, Wayne Johnson, is at left.



Basic & Advanced Firefighting (Crowley) – Six of the individuals shown above, all employees of Crowley Maritime, on May 14 finished their requirements in this course. Graduating (in alphabetical order) were: Leslie Bracey, Eldin Ebanks, Frederick Gathers, Marlon Green, Allen Pryor, and Mariette Wright. Their instructors, Steve Stockwell and Wayne Johnson, are at the far right and far left respectively.



STOS – Nine upgraders finished this 70-hour course May 21. Graduating (above, in alphabetical order) were: Douglas Badger, Henrynilo Becodo, Jerrell Dorsey, Sabbah-Yahay Ghaleb, Eduardo Meregillano, Mark Potterville, Andre Robinson Sr., Adam Sanders and Richard Sawyer. Stan Beck, their instructor, is standing fourth from left.



BST (Hawaii) – Ten individuals completed training in this course April 10 at the Seafarers Training Center in Barbers Point, Hawaii. Graduating (above, in no particular order) were: Lucas Lemirande, Mehdi Abad, Rosanna Carriero, Jae Lauren Spurgin, Shelby Halady, Karia Cain, Chris Fitzsimons, Charles Robles, Chivaughn Anderson and Amber Monge.



BST (Hawaii) – The following individuals (above, in no particular order) on April 3 graduated from this course: Robert Lewis, Julie Carpine, Isis Cortes, Elena Lozinschi, Robin Williams, Hilcar Medina, Stephen Zygiel, Michel Le Naour, Kathleen Jensen, Dionne Wisdom, John Vargas, Kiara Randolph and Lauren Cain.



BST (Hawaii) – The seventeen individuals shown above on April 17 finished this course. Graduating (in no particular order) were: Ryan Helms, Emily Del Giacco, William Horsley, Leonie Veith, Richard Belch, Krisandra Humphrey, Lisa Sadler, Joseph Gloro, Gabriell True, Megan Wilkins, John Hartman, Ronald Igarta, Adam Ramson, Robert Strickland, Thomas Baker, Kevin Bauer and Tamara Yamin.



CIVMARS
In the News
Page 7

Maritime Day Around the SIU

Besides National Maritime Day events which took place last month in the greater Washington, D.C., metropolitan area involving Seafarers, a number of others were held at various ashore and at sea locations around

the United States and overseas. The photos appearing on this page—which were provided to the *LOG* from several sources—highlight some of these events and the individuals involved.



CEREMONY IN SAN FRANCISCO - SIU Asst. VP West Coast Nick Celona (right) chatted with VP Richmond Sanitary Services Leonard Stefanelli, following dedication ceremony honoring all submariners lost at sea. Stefanelli is a veteran of the U.S. Navy. The event took place during the weekend of May 22-23 at Pier 45 of the Fishermen's Wharf in San Francisco. The SIU provided a wreath for the event.



WASHINGTON, D.C. EVENT - SIU President Michael Sacco (left) chats with apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education during the U.S. Maritime Administration's May 18 Maritime Day Ceremony in downtown Washington.



ABOARD THE M/T SUNSHINE STATE - The crew of the *Sunshine State* on May 22 in Tampa, Fla., observed Maritime Day by posing with the U.S. Merchant Marine Flag along with the flag of their contracted company (Intrepid). Taking part in the event (top row from the left) were: Capt. Stephen Foster, Chief Engineer Victor Mull, Steward Gregory Johnson, AB Thomas Brooks and Oilers Demarco Holt and Derrick Sullivan. In the bottom row are ABs Joel Fahselt, Ed Tennyson and Arnaldo Fernandez; Oiler Mario Delacruz, Pumpman Furman Watson, AB Ed Fuller and ACU Leo Battiste.



SEAFARERS OBSERVE MARITIME DAY IN PAKISTAN - While anchored offshore of Karachi, Pakistan May 22, crew aboard the union-contracted *MV Freedom* observed Maritime Day. Taking part in the observance (above, in no particular order) were: Bosun Trevorous Ellison, AB George Parker, Chief Engineer Hibel, 2nd Asst. Engineer Tabaosares, Steward Allen Van Buren, 2nd Mate Elliot, Chief Cook Mary Brayman, OS Angelito Basa, AB Joshua McAtee, Oilers Marcus Gramby and Larry Locke Jr., Chief Mate Champion, Capt. Shawn McAtee Hagerty, AB Wadee Alnasafi, 1st Asst. Engineer Barto, 3rd Mate Phillips, OS Arnold Castro and 3rd Asst. Engineer Kern.



PORT OF GALVESTON - Maritime Day was commemorated in the Port of Galveston, Texas, May 21 with a wreath laying ceremony at the U.S. Merchant Marine Memorial Plaque near the Elissa at Pier 22 of the Texas Seaport Museum. The event was organized by Capt. John Peterlin III. (Clockwise from below) the SIU Government Services Vessel *Thomas Jefferson* was docked near the ceremony site. Members of the



color guard from the U.S. Coast Guard Marine Safety Unit Galveston prepare to post the colors while Chaplain Karen Parsons of the Galveston Seafarers Center conducts the event's benediction. Moving into position to place the ceremonial wreath are Wayne Farthing of the MM&P, Dave Weathers of the AMO and SIU Port Agent Mike Russo. The SIU-contracted and G&H operated tug *Wesley A* saluted fallen mariners with fountains from its two hydrants.

