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MTD, Guests Underscore Need For Robust U.S. Maritime Industry

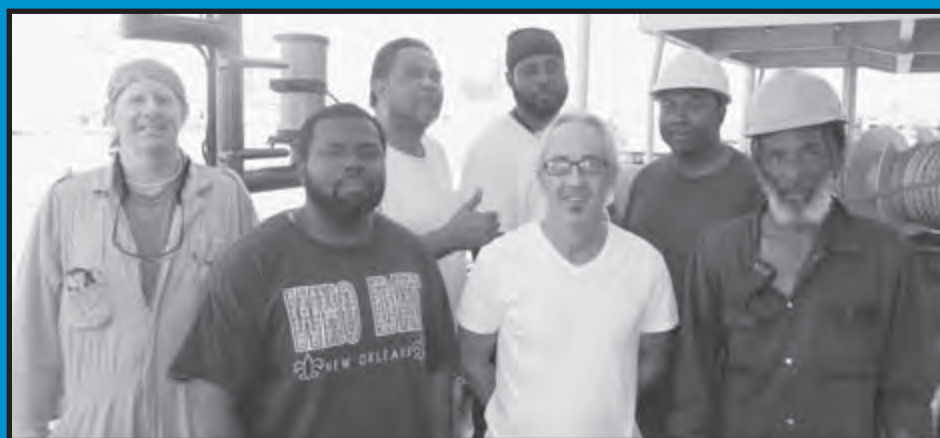
Jobs Crisis, Piracy Among Key Topics at Annual Meeting



The executive board of the Maritime Trades Department, AFL-CIO on March 8-9 conducted its annual winter meeting, and as usual, the gathering featured prominent guest speakers from the military, government, labor and business. Both the board and the guests covered many important topics, including the critical need for a strong U.S. Merchant Marine; the on-going fight against piracy; America's jobs crisis; the importance of this year's elections, and more. In photo at left, SIU President Michael Sacco, who also serves as MTD president, stands with Rear Adm. Mark Buzby, commander, U.S. Military Sealift Command. Pictured from left to right in photo at right are MEBA Secretary-Treasurer Bill Van Loo, SIU Secretary-Treasurer David Heindel, and International Transport Workers' Federation official Jon Whitlow. Left to right in the group photo above are SIU VP Gulf Coast Dean Corgey, SIU Exec. VP Augie Tellez, AFL-CIO President Richard Trumka and SIU VP Contracts George Tricker. The meeting took place near Orlando, Fla. Coverage starts on page 3 and continues on pages 9-14.



SIU Welcomes Maersk Texas



SIU members in mid-March reported to the newly reflagged *Maersk Texas* in Mobile, Ala. An outright addition to the union-contracted fleet, the heavy-lift ship was scheduled to make its first voyage under the Stars and Stripes late last month. Pictured aboard the ship are SIU crew members (from left) Electrician Gary Dahl, QMED Courtney Price, GVA Willie Clemmons, OS Melvin Hill, Steward/Baker Michael McDermott, Bosun Kennard Campbell and OS Dennis Marshall. Page 3.

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President's Report

Tackling the Jobs Crisis

Both during the most recent Maritime Trades Department executive board meeting and then the AFL-CIO executive council meeting that followed, much of the discussions centered on jobs and the economy. Our nation's financial state and still-too-high unemployment promise to be the most important issues in this year's national elections, which means we will all hear different plans and ideas for digging out from the recession.

The AFL-CIO laid out some realistic, promising strategies during last month's meeting. But let me back up for a second, for those of you who are new to our union. The AFL-CIO is a federation of 57 unions, including the SIU, representing more than 12 million working men and women. I have served on the federation's executive council for many years; our affiliation helps give the SIU strength beyond our numbers.

Those affiliated unions are autonomous, and I can tell you without giving away any secrets that it's not always easy to get dozens of union leaders to agree on something. Heck, once in a while it feels like it's hard to get us to agree on anything. Some of you may have been aboard ships like that. But our ultimate solidarity is very real and very much intact, and when it comes to a blueprint for creating and keeping good jobs at home, we are clearly united.

One of the first points we tackled at the AFL-CIO meeting was the need to stop rewarding companies that send jobs overseas. And that starts by changing the focus of our national economic policy from one of maximizing the competitiveness and profitability of corporations that only maintain headquarters somewhere on U.S. territory to one of maximizing the competitiveness and prosperity of the human beings who live and work in America.

Note that we didn't say companies don't have the right to turn a profit. We're not fools – we know that America's working families can't succeed unless their employers are doing well. But we are saying that U.S. businesses still can make money by keeping their production here. I've said it for years: The national economy is every bit as real and arguably more important than the global economy. We don't have any interest in protectionism, and Seafarers in particular undoubtedly appreciate the importance of having imports and exports to ship. But it's like the instructions you receive on an airplane, when they're explaining how to use the oxygen masks – you'd better get yourself squared away first, or you won't be able to help anyone else.

Something else the council agreed upon is that, to encourage domestic investment and lay a stronger and more stable foundation for long-term growth, it is essential that we tackle the problems of wage stagnation and economic inequality. This will mean changing our labor laws so that all workers who want to form a union and bargain collectively have a fair opportunity to do so. What it also means is making full employment the top goal of our economic policy. We can do that by, in part, shrinking the trade deficit and eliminating incentives for offshoring.

Once again, we're not talking about doing economic harm to other countries. We instead want to make it easier for them to rely on domestic incomes as sources of growth. A key to that step is establishing suitable minimum standards for the global economy, stopping the race to the bottom, and in the process, creating new markets for American manufacturing.

The executive council summed it up like this: "We can no longer rely on household debt, real estate bubbles, tech bubbles, stock bubbles or any other kind of bubbles to fuel our economic growth. We cannot go back to a low-wage, high-consumption economy. We need bold leadership to draw the right lessons from the mistakes of the past 30 years and forge a new model of economic growth in which we make things in America again, workers can form a union and bargain collectively if they want to, working people can afford to buy the things they make, the U.S. economy produces as much as it consumes, everybody who wants to work can find a good job and prosperity is broadly shared."

Lofty ambitions? No. This is how our families, our union and our nation were built. We cannot allow the American Dream to fall further and further out of reach.



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

Coalition: U.S.-Flag Tonnage Ready to Transport SPR Oil

AMP Urges Adherence to New Rules Governing Jones Act Waivers

In a letter to the Departments of Homeland Security (DHS), Energy (DOE) and Transportation (DOT), the American Maritime Partnership (AMP), a broad-based coalition representing U.S.-flag vessel operators, maritime unions (including the SIU) and allied interests, in late February offered its resources to help implement new Congressional requirements that should increase the use of U.S.-flag vessels in future Strategic Petroleum Reserve (SPR) drawdowns.

Several circumstances could lead to another SPR drawdown soon, according to the coalition, including an Iranian blockade of the Strait of Hormuz and rising U.S. gas prices. There are dozens of American vessels with millions of barrels of capacity available to transport oil, according to AMP.

"AMP was troubled by the decisions during the last SPR drawdown to issue waivers for foreign-flag vessels, employing foreign workers to transport oil from the SPR despite the fact U.S.-flag vessels were available to assist," the AMP letter said. "AMP recognizes that there may be circumstances where waivers of the Jones Act are necessary, but we want to work with the Departments to maximize the use of available American vessels, employing American workers, in the transportation of SPR oil should another drawdown occur."

The coalition consists of more than 400 American companies, associations, labor organizations, shipyards, defense groups and others.

The Jones Act is a longstanding U.S. maritime law that mandates the use of vessels that are crewed, built, owned and flagged American to move cargo between two U.S. ports. The law is critical for American economic, national, and homeland security, which is why it has enjoyed the support of the U.S. Navy, many members of Congress of both parties, and every president in modern history including President Obama, the coalition pointed out.

Release of oil from the SPR in 2011 resulted in nearly 50 waivers of the Jones Act, allowing the transportation of the oil on foreign vessels when U.S.-flag vessels were available to assist. New Congressional law now requires the DHS and DOT to

comply with certain requirements to maximize the use of U.S.-flag vessels for the transportation of oil from future SPR drawdowns before Jones Act waivers are approved.

Specifically, the new law states that no waivers may be granted until the DHS "takes adequate measures to ensure the use of United States-flag vessels" and no waivers may be granted unless the DOT has determined whether U.S.-flag vessels are capable of assisting an SPR move. The DOT is now required to provide the DHS with written justification for not using U.S.-flag vessels during an SPR drawdown.

To ensure that the federal government has adequate measures in place to utilize U.S.-flag vessels, the departments are statutorily required to consult with representatives of the U.S.-flag maritime industry. AMP believes that such consultations with industry should begin immediately, the letter stated.

Meanwhile, the Maritime Trades Department (MTD), AFL-CIO recently published a story comparing new attacks on the Jones Act with the erroneous ones that

surfaced after the Deepwater Horizon disaster.

"Now, just as then, [Jones Act opponents] are disseminating information that, at best, is highly skewed," the department reported. "The MTD and its allies in the labor movement and shipping industry have been working overtime to educate the American public and the new members of Congress about the issues involved. The important thing to remember is that there are procedures in place to grant waivers if

they are needed. There is, almost everyone in the industry believes, no reason to do so when U.S.-flag vessels are available."

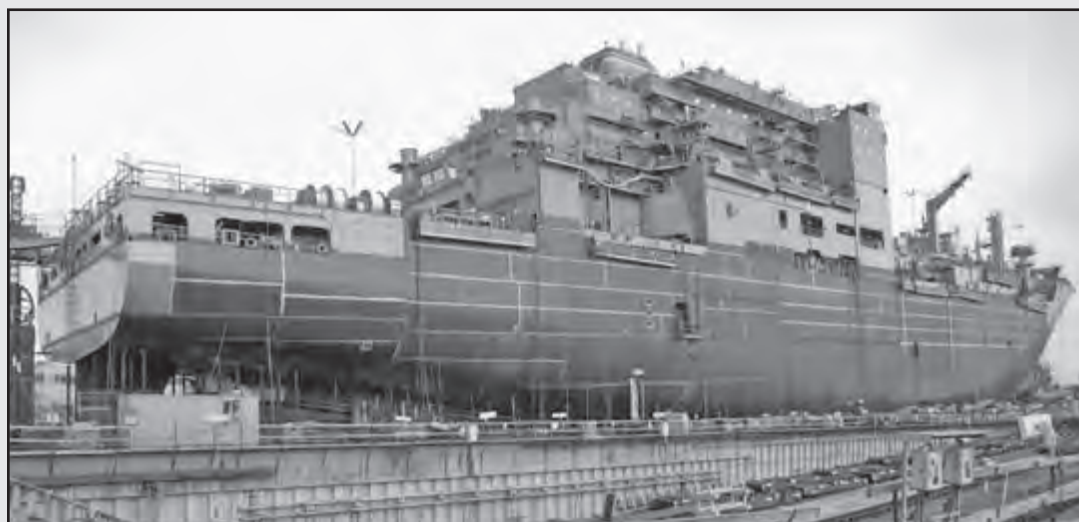
In a mid-March *New York Times* article about gas prices, some industry experts said that waiving the nation's freight cabotage law likely would have, at most, a nominal effect on prices at the pump.

The paper quoted MTD Executive Secretary-Treasurer Daniel Duncan as saying, "In a time of high unemployment in the United States, ignoring the Jones Act, which has been central to American national security and protects American jobs, makes no sense."



Jones Act vessels like the SIU-contracted *Overseas Tampa*, pictured last year in Philadelphia, have proven vital to U.S. national and economic security. (Photo by John Curdy)

Final T-AKE Set for Christening



The *USNS Cesar Chavez* (shown in late December) is scheduled to be christened and launched into San Diego Bay during an evening ceremony May 5 at the NASSCO shipyard. The 689-foot vessel, named in memory of labor leader Cesar Chavez, is the fourteenth and final vessel in the U.S. Navy's T-AKE class. Members of the SIU's Government Services Division sail in the unlicensed slots aboard those vessels, which deliver food, ammunition, fuel and other provisions to American combat ships at sea.

MTD Speakers Focus on Need for Jobs

Military, Government, Business Leaders Also Cite Ongoing Need for Strong U.S.-Flag Fleet

The need for good jobs in the United States – and the maritime industry's great potential to be part of the solution – were prime topics during the annual winter meeting of the Maritime Trades Department, AFL-CIO executive board March 8-9 in Lake Buena Vista, Fla.

As usual, the meeting featured an array of high-level speakers from the military, government, business and labor. They talked about the ongoing need for a strong U.S. Merchant Marine; projects that may be sources of union jobs; the importance of this year's elections; global efforts to combat piracy, and much more.

SIU President Michael Sacco, who also serves as MTD president, chaired the meeting. The MTD consists of 23 affiliated unions representing approximately 5 million members. The MTD also includes 21 port maritime councils.

In his opening remarks, Sacco said that family-wage jobs "are on everybody's mind all across the country, not just in the labor movement. Jobs and the economy are really one subject, and that's going to be front and center not only for the presidential election but for other federal and state campaigns."

He said that in order to recover some of the jobs the nation has lost as well as protecting the good American jobs that are still here, President Obama "is on the right track when he talks about rewarding

companies who keep their production here at home, and *not* rewarding the ones who move it overseas. That's a pretty simple concept, but it won't be possible to execute unless we have pro-worker majorities in Congress and a pro-worker administration."

Sacco then emphasized the need for

membership education, supporting pro-worker candidates, getting out the vote, and then "following up with the winners and making them live up to their promises."

He discussed federal and state-level attacks on collective bargaining rights, and pointed to recent wins by working families

in Ohio and Wisconsin as proof that the labor movement still knows how to fight.

He added, "I think it's ironic that as we're fighting to protect workers' rights, a lot of the media coverage has pointed to unions as a key to economic revitalization. Don't get me wrong – our state-level battles aren't exactly the preferred method for spreading the word about the union advantage."

"But one of the silver linings has been coverage that points out the facts that union members are more productive, earn more money and have better benefits than unrepresented workers. Other reporting – and this is coming from economists and journalists, not from labor organizations – has flat-out stated that one reason the economy is in the tank is because fewer people belong to unions now than they did any number of years ago. We can use that as a recruiting tool. We have a lot to offer."

In order of appearance, the following guest speakers addressed the board on March 8: Capt. Andrew McGovern, president, United New Jersey Sandy Hook Pilots Association; Barry Holiday, executive director, Dredging Contractors of America; Rear Adm. Mark Buzby, commander, U.S. Military Sealift Command; Rear Adm. Wendi Carpenter, president, State University of New York Maritime College; Rear Adm. Michael Devany, director of the National Oceanographic and Atmospheric Administration's Marine and Aviation Operations Centers; Joseph Angelo, managing director, Intertanko; and Paul Anderson, CEO, Jacksonville Port Authority.

Speaking to the board the next day were AFL-CIO President Richard Trumka; Michael Stotz, president, AFL-CIO Investment Trust Corporation; U.S. Secretary of Labor Hilda Solis (via a video specifically prepared for the MTD); Robert Mitchell, CEO, Atlantic Wind Connection; Jon Whitlow, secretary, International Transport Workers' Federation Seafarers' Section; U.S. Rep. Cedric Richmond (D-La.); and U.S. Rep. Michael Grimm (R-N.Y.).

Throughout both days, the board approved policy statements that define many of the MTD's goals and strategies and voice unwavering support for our troops and first responders. Full copies of those statements are posted on maritimetrades.org.

See pages 9-14 for more coverage of the MTD meeting



MTD President Michael Sacco (right) opens the meeting. MTD VP Scott Winter is at left. In the photo below, SIU Executive VP Augie Tellez (second from left) and others applaud remarks by AFL-CIO President Richard Trumka.



Maersk Texas Newest Addition to SIU Fleet

The union last month welcomed new shipboard jobs with the reflagging of the Maersk-Rickmers heavy-lift vessel *Maersk Texas*.

Like its sister ship *Maersk Illinois*, which reflagged U.S. at the end of last year, the *Maersk Texas* is 485 feet long and can carry 20,000 cubic meters of cargo. Built in 2011, the 19,600 DWT ship features two cargo cranes with a combined maximum lift of 480 metric tons. It has a service speed of 16 knots.

The *Maersk Texas* was

scheduled to sail from Mobile, Ala., late last month with a load of cargo destined for India.

The first SIU crew aboard the *Maersk Texas* included Bosun **Kennard Campbell**, ABs **Michael Congress**, **Robert Boudreaux** and **Billy Hill**, OSs **Melvin Hill** and **Dennis Marshall**, Electrician **Gary Dahl**, QMEDs **Courtney Price** and **Tyesha Boyd**, GUDE **Roderick Thomas**, GVA **Willie Clemmons**, Steward/Baker **Michael McDermott** and ACU **Paula Hopson**.

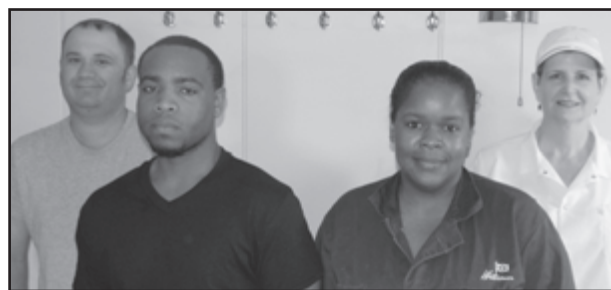
Maersk-Rickmers is a joint venture between Maersk Line, Limited and Rickmers-Linie (America) to provide American-flag service for breakbulk cargo around the world.



Bosun Kennard Campbell, Capt. Nickolaus Keydel, Port Agent Jimmy White.



AB Michael Congress



AB Billy Hill, GUDE Roderick Thomas, QMED Tyesha Boyd, ACU Paula Hopson



New Contract Secured with Great Lakes Dredge and Dock

Seafarers employed at the Great Lakes Dredge and Dock Company have overwhelmingly approved a new contract that features some significant gains, as well as maintaining important benefits. The three-year pact is being hailed as a win-win for both the members and the company.

The agreement calls for wage increases in each of the three years of the contract and the maintenance of benefits at Core-Plus levels, the highest level possible. The negotiating committee also secured continued company contributions on members' behalf to the Seafarers Money Purchase Pension Plan. The contract covers both licensed and unlicensed members.

"We were able to make some real progress in the negotiations and I think the results reflect the hard work put in by both sides," said SIU Vice President Contracts George Tricker. "The fact that we secured annual wage increases while maintaining ben-

efits is a solid achievement."

In addition to the maintenance of benefits and pay increases, the contract calls for a new classification to be added to the unlicensed agreement. That classification is known, as of March 1, as "Electronic Technician." The negotiating committee also obtained extra compensation for AB dragtenders and steward assistants.

The negotiations were led by Tricker, Norfolk Port Agent Georg Kenny, and Brooklyn Patrolman Terence Maxwell. Representing the licensed crew were **Robert Kiefer** and **Elmer Prestidge** and representing the unlicensed crew were **Duane Evans** and **Charles Troutwine**.

Great Lakes Dredge and Dock Company, LLC is the largest provider of dredging services in the country. Founded in 1890, the company is one of the only U.S. dredge businesses to have a significant international presence. It operates 10 hopper dredges that are crewed by around 100 SIU members.



Bargaining committee members are pictured at the SIU-affiliated school in Piney Point, Md. Company reps included (front, from left) George Strawn, Bill Pagendam and (standing, far left) Jack Graham. The union's team included (front, starting third from left) VP George Tricker, Port Agent Georg Kenny, (standing, starting second from left) members Duane Evans, Jake Troutwine, Robert Kiefer and Elmer Prestidge and Patrolman Terence Maxwell.



Two SIU-crewed ships – the *Green Wave* (above, at McMurdo Station in February) and the *Maersk Peary* – transported vital cargo during this year's Operation Deep Freeze. (U.S. Navy photo by Larry Larsson)

SIU-Crewed Green Wave Delivers Supplies to McMurdo, Completes 'Deep Freeze' Mission

The SIU-crewed containership *MV Green Wave* departed McMurdo Station, Antarctica, Feb. 25, after delivering more than 6.8 million pounds of vital supplies in support of Operation Deep Freeze (ODF). ODF is the annual U.S. military mission to resupply the remote scientific outpost.

Earlier, the SIU-crewed tanker *Maersk Peary* delivered more than 6.3 million gallons of crucial diesel, gasoline and jet fuel to McMurdo Station Jan. 28-31.

Waterman Steamship operates the *Green Wave*, while Maersk Line, Limited operates the *Peary*.

The U.S. Military Sealift Command (MSC) pointed out that during the yearly ODF mission, the agency's civilian-crewed ships "deliver 100 percent of the fuel and about 80 percent of the supplies that researchers and support personnel who live and work across Antarctica need to survive and work over the course of a year."

"MSC's Operation Deep Freeze support is truly a 'no failure accepted' mission," said Tim McCully, MSC Pacific deputy commander. "Without the fuel, food, and other support materials delivered by our chartered ships, researchers could not continue their operations through the brutal Antarctic winter."

SIU-crewed ships operated for MSC have made the challenging voyage to Antarctica for decades. The station was established in 1955.

During the most recent ODF, although the *Maersk Peary* and *Green Wave* have hulls designed to withstand the pressure of ice, both ships were escorted

through a 15-mile ice channel – in places more than 13 feet thick – by an icebreaker that carved a safe path to the station.

The *Green Wave* arrived at McMurdo Station Feb. 13 with cargo loaded on board in Port Hueneme, Calif., in early January, including food and research equipment.

Typically, the ODF cargo ship off-loads at a 500-foot ice pier that juts out from the Antarctic coast. This year's mission was one of the more challenging in the last two decades, according to the agency, due to unfavorable weather conditions that made the ice pier at McMurdo unusable for dry cargo operations.

In lieu of the ice pier, the *Green Wave* carried a disassembled modular causeway system from the U.S. Army. Once the ship safely was anchored at McMurdo Station, 41 Army personnel spent three days assembling the interlocking pieces of the causeway and powered modular warping tugs, which were craned off the ship individually and built into a floating dock capable of handling the vessel's load.

After the causeway was ready, approximately 60 Navy personnel worked around-the-clock for eight days to off-load the *Green Wave*'s cargo, then load the ship with 391 pieces of cargo for transportation off the continent, including ice core samples carried back to the United States in sub-zero freezer containers. The ship also took on trash and recyclable materials for disposal. Cargo operations ended Feb. 24, and the *Green Wave* was slated to arrive back at Port Hueneme late last month.

Horizon Lines Releases Green Initiative Report

SIU-contracted Horizon Lines in early March issued a report presenting the company's progress in pursuing environmental excellence through its ongoing "Green Initiatives." The report describes the carrier's efforts to mitigate environmental impact from shipping operations and intermodal transport.

"Ensuring sustained environmental protection has always been a mission at Horizon Lines," said Stephen H. Fraser, the company's president and chief executive officer. "Our approach emphasizes environmental excellence through conservation techniques, waste stream management, system upgrades and voluntary compliance." The report, available at www.horizonlines.com, outlines a number of initiatives the company has been pursuing. In a news release announcing the report's availability, Horizon said that in the marine environ-

ment area, "these initiatives include vessel management controls, low sulfur diesel fuel usage, and marine terminal pollution mitigation planning. The company has focused on reducing transportation emissions through improvements in vessel fuel consumption and truck efficiency, the use of alternative fuels and the development of more fuel-efficient transportation solutions. Additionally, the company is pursuing a long-term, sustainable approach to logistics management that should benefit all stakeholders. Examples include working to reduce empty backhaul miles through logistics network optimization and researching the feasibility of using containers built from recycled materials."

Andrew Phillips, Horizon's newly appointed environmental compliance director, added, "Environmental stewardship is a fundamental tenet at Horizon Lines. In 2011, our company received

recognition from the Chamber of Shipping of America for environmental excellence and we also were named a Top 75 Green supply chain partner by Inbound Logistics magazine. We remain ever vigilant and committed to continuous improvement when it comes to environmental stewardship and compliance." Under Horizon Lines' Green Initiative, specific areas of focus include training; recycling and waste reduction; fuel conservation; cargo hold water pumping; a ballast water management program; and a joint venture with the U.S. Department of Energy.

Additionally, according to Horizon, "Improved technology oily water separators (OWS) were installed several years ago on a number of the company's vessels as a pre-treatment system to the ship's existing OWS. This upgrade is not required by any country, international organization

or regulatory body. The dual processing approach allows for improved management of oily water discharge through more efficient processing of problematic waste streams such as oil-water emulsions, resulting in an effluent oil content of significantly less than the allowable 15 ppm. The dual approach incorporates a pre-treatment step before the contents of the bilge holding tank are processed through the existing OWS system and pumped overboard. Horizon Lines installed the improved technology OWS to further reduce the possibility of inadvertent discharge of oil into the sea."

The cooperative effort with the Energy Department (dubbed MAGIC) aims "to investigate clouds and their properties by deploying radars and other instrumentation aboard the *Horizon Spirit* sailing between Los Angeles and Honolulu from October 2012 through September 2013."

Federation Endorses President Obama

The AFL-CIO Executive Council, on which SIU President Michael Sacco sits, has announced its backing of President Obama and Vice President Joe Biden for a second term.

Citing President Obama's commitment to working families, executive council members on March 13 during their semiannual meeting in Orlando, Fla., unanimously voted to endorse the president for his run at a second term in office. AFL-CIO President Richard Trumka said Obama has placed his faith in America's working men and women to lead our country to economic recovery while Republican presidential candidates have pledged their loyalty to Wall Street and the 1 percent.

Trumka, announcing the federation's support for the 2012 Obama/Biden re-election ticket, issued the following statement which is being published in its entirety:

"As president, Barack Obama has placed his faith in America's working men and women to lead our country to economic recovery and to our full potential as a nation. With our endorsement today, we affirm our faith in him—and pledge to work with him through the election and

his second term to restore fairness, security and shared prosperity.

"The coming election is about values. President Obama honors the values of hard work, of mutual respect, and of solving problems together—not every person for himself or herself. He believes that together we will get through the most challenging economic crisis in memory and restore opportunity for all. Each of the Republican presidential candidates, on the other hand, has pledged to uphold the special privileges of Wall Street and the 1 percent – privileges that have produced historic economic inequality and drowned out the voices of working people in America.

"President Obama took America from the brink of a second Great Depression by pressing Congress to pass the American Recovery and Reinvestment Act, which saved or created 3.6 million jobs. He championed comprehensive health insurance reform, which – while far from perfect – set the nation on a path toward health security that had eluded our country for nearly 100 years. He insisted upon Wall Street reform—passed over the objection of almost every Republican—that is now beginning to reverse decades of

financial deregulation that put our entire economy at risk.

"Although the labor movement has sometimes differed with the president and often pushed his administration to do more and do it faster, we have never doubted his commitment to working families. He has worked hard to create good jobs; he has made the revival of the manufacturing sector a hallmark of his jobs agenda; he has moved aggressively to protect workers' rights, pay and health and safety on the job; he has worked for a fair resolution of the housing crisis and he put his confidence and administration unequivocally behind the workers and companies in the American auto industry—a move that saved hundreds of thousands of jobs and is helping to revive the economy now and for the future.

"President Obama has earned the support of working people for a second term and today the AFL-CIO voted proudly and enthusiastically to endorse him for a second term.

"The labor movement is the original social network—a working class social network—and this year the unions of the AFL-CIO will be mobilizing working people to come together to organize

our neighborhoods door to door, powered by cutting-edge technology and old-fashioned energy. "We will be running an independent program rooted not in parties or candidates but in helping working people build power, making informed decisions about which candidates at every level to work for based on records and issues."

The AFL-CIO is the umbrella federation for U.S. unions. It is comprised of 57 unions representing more than 12 million working men and women. The federation functions to ensure that all people who work receive the rewards of their work—decent paychecks and benefits, safe jobs, respect and fair treatment. The alliance operates to make the voices of working people heard in the White House, on Capitol Hill, in state capitals across the country and in corporate boardrooms. The federation provides an independent voice for working families and ways for working people to be actively engaged in politics and legislation. It holds corporations accountable for their treatment of employees and ensures the voice of working people is heard in the financial system. The coalition also works with federations of unions in other countries to achieve global social and economic fairness.

STCW Amendments Include New Minimum for Rest Hours

SIU officials and representatives at the union-affiliated Paul Hall Center in Piney Point, Md., are making a concerted effort to help ensure that Seafarers are prepared for the ongoing application of the Manila amendments to the STCW convention.

The 2010 amendments to the convention (known popularly as the Manila amendments) will be phased in during the next five years, with the process having begun in January 2012. The more immediate effects on the day-to-day lives of SIU members include an increase in mandatory minimum rest hours in any seven-day period, and documentation of security-related training. The new standard for rest is 77 hours, while the old one was 70 hours.

Because the final rule covering these issues hasn't been published, the Coast Guard isn't yet enforcing the provisions. However, the agency strongly urges compliance by U.S.-flag ships, particularly when overseas.

A Coast Guard notice released earlier this year further points out that the Manila amendments changed "the rest hours requirements as follows: (1) Expanded the application for hours of work and rest periods for mariners to include all personnel with designated safety, prevention of pollution, and security duties onboard any vessel; (2) changed the weekly rest hours requirements from 70 hours to 77 hours; and (3) required the recording of hours of rest.... Vessels operating in foreign ports are encouraged to implement these requirements to avoid any potential port state control detentions. Hours of rest for each crew member can be documented in the vessel logbook."

In part, the section of the notice covering security training requirements reads as follows: "The STCW Convention requires that mariners who commenced service after 1 January 2012 meet the training requirements for vessel personnel with designated security duties and security awareness, as appropriate. In addition, the STCW Convention also provides transitional provisions for mariners who started service prior to 1 January 2012. Recognizing that the implementation date is fast approaching, and that there may be practical difficulties for all seafarers with security related requirements to obtain necessary certifications and/or the necessary endorsements required in accordance with regulation VI/6 of the 2010 Manila Amendments, the IMO issued Circular STCW.7/Circ.17. The Circular provides advice for port state control officers on transitional arrangements leading up to full implementation of the 2010 Manila Amendments on 1 January 2017. The Circular also recommends that Administrations inform their port state control authorities that, until 1 January 2014, it would be sufficient to accept compliance with section 13 of the International Ship and Port Facility Security (ISPS) Code, even if a seafarer's documentation with regard to the security-related training in regulation VI/6 is not in accordance with the 2010 Manila Amendments...."

In addition to added rest and security training, other noteworthy changes include mandatory training in a variety of capacities including Tanker, Bridge and Engine-room Resource Management, and Electronic Chart Display and Information System (ECDIS). While these training standards are currently optional, they will become mandatory in 2014. Failure to prepare for the implementation of the Manila amendments can result in the inability to get needed sea time.



Brian Schoeneman (right), the union's legislative director, testifies at the recent House hearing on cruise ship safety.

SIU Asserts Vital Importance of Training

Union Testifies at House Hearing Spurred by Costa Concordia Disaster

The SIU was called upon to testify at a Congressional hearing on cruise ship safety Feb. 29. The hearing, dubbed "A Review of Cruise Ship Safety and Lessons Learned from the Costa Concordia Accident," was called in response to the deadly accident involving the *Costa Concordia* passenger vessel off the coast of Italy earlier this year.

Due to the severity of the accident, and the widespread media attention that accompanied it, Chairman John Mica (R-Fla.) of the House Transportation and Infrastructure Committee and Chairman Frank LoBiondo (R-N.J.) of the House Coast Guard and Maritime Transportation Subcommittee both called for the hearing to address safety concerns within the industry.

SIU Legislative Director Brian Schoeneman testified that one of the top priorities for the union and its members has been safety training. In fact, according to Schoeneman's testimony, the SIU leadership has long been preaching that having a well-trained and qualified crew is one of the most important steps a ship operator can take in an effort to ensure safe travels.

"This is why the SIU places so much emphasis on training," said Schoeneman. "Since our founding in 1938, we have had been providing mariner training as a key part of the benefit of being a union member."

Schoeneman also pointed out that with access to union-affiliated training facilities such as the Paul Hall Center in Piney Point, Md., and at Barbers Point, Hawaii, Seafarers are some of the best equipped to deal with unforeseen emergencies when at sea.

"The SIU has established a state-of-the-art training program to ensure that both our mariners and our other

cruise ship personnel receive the best, most up-to-date and in-depth training available anywhere," said Schoeneman. "We've invested a considerable amount of time and money into training, so when our members go up the gangway they know what to do if the unthinkable happens."

Another significant issue that was raised by the SIU is flag-of-convenience vessels and the unfortunate amount of market share they have in the cruise industry. While the *Costa Concordia* was not an FOC ship, a majority of those in the Caribbean and Hawaiian cruise industries are. SIU officials are quick to point out that crews on FOC vessels often don't have the stringent safety training that American, union mariners have.

Others testifying included Coast Guard Vice Admiral Brian Salerno, the president of a cruise-line trade association, a mariner whose work has included serving as captain of the SIU-crewed *Pride of America*, two of the passengers from the *Costa Concordia*, and an executive from Princess Cruises.

The consensus of those testifying before the subcommittee is that safety in the cruise ship sector must be a top priority.

"Experience has long since proven that training and practice saves lives, especially in situations where every second counts," Schoeneman concluded. "It is important to remember that the best way to protect passengers and respond to an emergency is to ensure that crew members are well-trained and professional and that passengers and crew alike know what to do in an emergency. Training saves lives. It is that simple."

Like Sons, Like Father

Seafaring Life Proves Great Fit for Ross Family

Seafaring careers often run in families, but for **Jim Ross** and his sons, **Zachary** and **Grayson**, the proverbial torch wasn't handed down.

Instead, Jim followed his sons' path from California through the SIU-affiliated Paul Hall Center for Maritime Training and Education and into the union. The three of them sail in the engine department, and all say they are quite pleased with their careers.

Jim, who turns 55 this month, already knew the benefits of union representation from prior work as a meat cutter long before he arrived at the Paul Hall Center's Piney Point, Md., campus in January 2010. He knew the pitfalls of non-union work, too, and lost his managerial job when the recession started.

"I was very interested in getting back into a union," Jim said. "Non-union is a cut in pay and cut in lifestyle."

He was working in landscaping in early 2009 – a time when Grayson and Zach were studying as members of Paul Hall Center Unlicensed Apprentice Class 719.

"They both told me I should get started with the school and the SIU," Jim recalled.

He went to Piney Point within a year and quickly knew he'd made a good decision.

"Shipboard life agrees perfectly with me," he said. "I love it. You work 12 hours a day on the ship, but what else are you going to do out there? And when you're off, you're home all the time or you can travel. We travel more now than when I worked on shore."

He added, "It's kind of interesting that the kids got into it before the old man."

Usually it's a family thing handed down, but it has worked out great. I'm extremely grateful both to the union and the school."

'A Lot of Fun'

For Zach, 29, the lousy economy led him out of the construction business and into the maritime industry. He and Grayson, both of whom recently upgraded to junior engineer, met a former SIU member and then a current official (Assistant Vice President Chet Wheeler) who explained the basics.

"It seemed like a great opportunity," Zach stated. "So far, I love the union. It has really taken care of me and I love all the perks. It's been a lot of fun."

He said that despite some initial surprise at Jim's entry into the unlicensed apprentice program, "for him it makes sense. He saw us enjoying it and he had been a union member before. He lives to travel. By no means did we talk him into it."

Zach also said that even when they're on the beach, shop talk "is pretty much the majority of our conversation. It's nice to have somebody in the family you can vent to or ask questions."

Finally, he recommended upgrading at the Paul Hall Center and its Harry Lundberg School of Seamanship. He said that upgrading improves job security and earning power. (Jim was taking the basic auxiliary plant operations course at the same time the brothers were in the junior engineer class.)

'Right Choice'

Grayson, 25, remembered doing asphalt work several years ago "and then the



From left, Jim, Grayson and Zachary Ross successfully switched from other fields to the maritime industry.

economy died, pretty much."

After checking out the union's website, he and his brother went to the SIU hall in Oakland, Calif., "and the rest is history. We were sold; we started getting our documents ready and headed out [to the school] five or six months later."

Grayson said that while his lineage includes some affiliation with the sea – family members have served in the Navy – he and Zach and Jim are the first ones to make a living in the merchant sector.

"I like it," he said. "Working on a ship is like helping make a small city run. It's

nice being part of something that big, and I enjoy building stuff. We're all pretty mechanical. It seems like the right choice."

Like Zach, Grayson said he was at least slightly surprised at Jim's entry into the apprentice program – not because it wasn't a good potential fit, but rather because it was such a big change.

"He was a butcher all my life, but I think he was tired of it," Grayson said. "It wasn't going anywhere and of course the money is a lot better out here.... It's pretty cool. We've never lived anywhere near the coast, but we're all sailing now."

Guard Unit Trains at Union-Affiliated School



The SIU's affiliated training center in Hawaii recently provided classroom and hands-on instruction for members of the Hawaii Army National Guard (HIARNG) Fire Unit. The sessions took place Feb. 18-19. Two photos from the training are shown here.



VP Contracts George Tricker (front, left) is pictured with other Polar Plunge participants and a Special Olympics athlete.

Union VP 'Takes the Dive' For a Very Special Cause

SIU Vice President Contracts George Tricker braved the bone-chilling Atlantic Ocean off Seaside Heights, N.J., to raise money for the New Jersey Special Olympics. The annual event, dubbed The Polar Bear Plunge for Special Olympics-New Jersey, brought nearly 5,000 people to the shore for a good cause. The plunge, which took place Feb. 25, generated more than \$1 million for the Special Olympics, according to event organizers. Participants are required to raise at least \$100 apiece for the organization in order to participate in the plunge.

Tricker was joined by other officials and rank-and-file members from various unions for the plunge. In addition to members of the organized labor community (among them, police officers, fire fighters and teachers), participants included people from all walks

of life and all parts of the country.

According to Tricker, it was an experience he won't soon forget.

"This was the first year that I've been able to do this and I'm really glad I got the opportunity," he said. "I'm honored to have been able to do my part and help out the Special Olympics, which is a truly great event."

According to the website for the Polar Bear Plunge, the "Special Olympics New Jersey provides year-round sports training and Olympic-type competition in 24 sports for more than 22,000 children and adults with intellectual disabilities, all completely free of charge."

For any Seafarers interested in participating in next year's event, registration can be completed at <http://www.sonj.org/LawEnforcement/NjPolarPlunge/>.



BOOK PRESENTATION AT HQ – In early April, SIU VP Contracts George Tricker (right) administered the union oath and presented an A-seniority book to QMED James Oling (left) at the union's headquarters building, located in Camp Springs, Md. When he's not sailing, Oling works as a substitute teacher.



PAYOFF IN NEW YORK – SIU Asst. VP Nick Celona (right) and Patrolman Mark von Siegel (left) paid off the APL ship *President Truman* on March 13 in Staten Island, N.Y. Pictured with the officials are (from left, starting second from left) Chief Steward Benjamin Sivells, Chief Cook Julio Lobo and ACU Jaime Cayonte.

At Sea and Ashore With the SIU



ABOARD ALLIANCE CHARLESTON – AB David Denizac (left in photo above) and Joselito Beof are shown in early March painting and installing a non-skid safety walkway on the bridge deck of Maersk's *Alliance Charleston*. Thanks to Bosun Terry Cowans and Chief Mate Ryan Arnold for their efforts to submit the photo to the LOG.

REWARDED FOR SAFETY – Electrician James Beatty (photo at right) recently won a cash award as part of Maersk Line, Limited's ongoing program promoting ship-board and shore-side safety. According to a recap by the chief mate aboard the *Baldomero Lopez*, Beatty discovered that an incorrect-sized wire had been used on a lube oil heater and the protective covering was starting to deteriorate, which could have caused an injury or accident. Beatty "took it upon himself to open and inspect all of the other ... heads to ensure they were correctly wired. Job well done on discovering the problem and having the initiative to take it the next step and make sure there would not be any future issues," wrote Chief Mate David Schumacker.



SHIPBOARD MEETINGS OVERSEAS – SIU VP West Coast Nick Marrone and Guam Port Agent John Hoskins earlier this year met with Seafarers aboard several ships in Diego Garcia and Saipan. In the photo above, Marrone (center) is pictured with AB Francis Miller (left) and Bosun John Wells aboard the *USNS Seay*. In the photo below, Hoskins (center) stands with SA Marcelo Rase (left) and Storekeeper Eurico Liboon aboard the *USNS Pomeroy*. The *Seay* is operated by AMSEA, while the *Pomeroy* is operated by Ocean Shipholdings.



VISION IN CALIFORNIA – In late February, Patrolman Nick Marrone II (right in photo at left), with member Lou Cabano met with Seafarers aboard the Crowley ATB *Vision* in Martinez, Calif. They discussed upcoming contract negotiations, the importance of contributing to SPAD, and other union and maritime industry news. Among those on hand for the gathering were Captain George Sadler, 1st Mate Charlie Carlson, 2nd Mate David Gilles, 3rd Mate Lou Cabano, Chief Engineer John Ashley, Asst. Engineer Piotr Kwiatkowski, QMED Edward Schlueter, AB/Tankerman Bruce Murphy, AB/Tankerman Kenric Henry, AB/Utility Caesar Smith and OS/Cook Bradley Palmer.



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AFL-CIO President Cites 'Critical Juncture' for U.S.

Trumka: Solidarity a Must for Working Families Throughout Nation

Solidarity—the willingness and commitment of union members to stand together shoulder to shoulder and fight to achieve a better life for working families—is the foundation on which the labor movement rests.

This point was exemplified repeatedly by AFL-CIO President Richard Trumka March 9 during his address to the Maritime Trades Department, AFL-CIO executive board's annual meeting near Orlando, Fla. The federation president was one of 12 distinguished speakers to address the body during the two-day gathering.

"The time has come again for us all to stand together, and to show America the true meaning of solidarity," Trumka said, "because we will not win what we need without strong coalitions—not only of our union members, but also of working people of allied organizations and industries."

Having grown up in a small mining town in southwestern Pennsylvania, Trumka told those present that he learned early in life about the importance of solidarity and the necessity of its unbroken practice for working people.

"My entire family would come together every Sunday at my grandmother's house," he said. "The adults would be sitting and talking about what was going on, and about 95 percent of them were mine workers, the other five percent were teachers."

"They talked unions and I learned about unions from the time that I can remember," he continued. "At those sessions, we learned the meaning of solidarity. We learned how to stand together for safety on the job. We learned what it meant to stand together for a fair share, for good benefits and for a dignified retirement."

Thanks to this background, said the federation president, no one had to tell him or members of his family what to do when it was time for them to stand together in the struggle to make things better for working families. "No one had to teach us on the line," he said "When you saw a picket line, you honored it first, you asked questions later.... What mattered is working people were struggling and that picket line was sacred. And every picket line out there became your own picket line. That was solidarity. What to do when you saw it was ingrained in all of us."

Along those same lines, Trumka told members of his audience that each of them had an important role to play, a critical contribution to make toward ensuring the survival of a strong trade union movement and the continued presence of the American flag on the waterways and high seas.

"Brothers and sisters, today we really have to gather ourselves together again and raise our voices for all aspects of the maritime trades—from ships and docks to railways and highways," he said. "Right now, our country is at a very, very critical juncture and we stand at that critical juncture in American life."

The federation president pointed out that as a nation, we have some vital choices to make and questions to answer regarding our future: "Will we continue to build ships in America at places like Avondale? Will we embrace the future of green energy by supporting the construction of wind farms, like those proposed off the Mid-Atlantic coast? Will we build deep-water harbors to accommodate the rise in traffic from expansion of the Panama Canal Zone, and the necessary rail and trucking infrastructure, so that America's marine-highway system can handle the freight coming off those jumbo ships?" he asked.

Trumka then advised board members and others in the crowd to avoid the temptation of treating the foregoing questions as isolated issues or assuming "that they are someone else's problem rather than mine." That's precisely what anti-union factions want us to do, he said.

"They want these to be isolated questions, but they are not because the answers won't affect just a handful of workers or a small number of companies," Trumka said. "The answers will spell the future of America, just as the outcome of political fights for collective bargaining rights for public employees in Wisconsin and Ohio, and for the right to form strong unions in Indiana. All will impact the prosperity of America for generations to come."

Emphasizing the importance of unity, Trumka noted that the labor movement can't win if individuals affected by a single issue act alone. "We can't act in isolation, or we'll surely be beaten one at a time," he said. "We need all of us working together." This approach is what made the difference in Wisconsin and Ohio, where public employees and private employees worked together and won key political fights, he pointed out.

Turning his attention to the issue of jobs, Trumka noted that the country needs to invest in infrastructure. The East Coast needs mega-ports, America needs clean wind energy, and all across America—from the Great Lakes to the Mississippi River waterways, the Gulf Coast, the West Coast, Puerto Rico, Alaska and Hawaii—we need investments in infrastructure, he said.

"When the public invests in jobs ... it benefits everybody, every last American out there," Trumka said. "We'll get mariners, longshoremen, shipbuilders, painters, machinists, ironworkers, boilermakers, operating engineers, laborers, miners and teamsters and a thousand other occupations back on the job when we do that because it's pretty simple: America prospers when America works."

Recalling the 2010 elections, Trumka talked about how right-wing politicians duped the American public by reneging on their campaign promises to create jobs.

"They got elected, and what happened on day one? On day one, they forgot about jobs," he said.

Politicians like Wisconsin Governor Scott Walker, Ohio Governor John Kasich

"Brothers and sisters, today we really have to gather ourselves together again and raise our voices for all aspects of the maritime trades—from ships and docks to railways and highways. Right now, our country is at a very, very critical juncture and we stand at that critical juncture in American life." --- AFL-CIO President Richard Trumka

and hundreds of others like them in Washington and the state legislatures around the country dropped jobs from their agenda and attacked collective bargaining rights, Trumka said. They also attacked democracy with so-called voter ID laws and with other new laws meant to restrict the ability of working people to vote.

According to Trumka, the impetus for the voter ID measures is a group known as ALEC, the American Legislative Education Council. They brought 2,000 legislators together and established as their goal a 10 percent reduction in the progressive vote in 2012.

"So they came after our collective bargaining rights, they came after immigrants, they came after seniors, they came after students, they came after people of color, they came after public employees and they came after private employees, trying to suppress that vote," Trumka said.

The resulting laws, if unchallenged, will have devastating effects for certain categories of voters, said the federation president. In the state of Wisconsin alone, it disenfranchises 52 percent of senior women because they don't have an ID and they can't get out to obtain one; it disenfranchises 78 percent of African-American males between the ages of 18 and 24 because they don't have a driver's license; and it disenfranchises 56



MTD President Michael Sacco (right), and MTD VP Scott Winter (left) joined AFL-CIO President Richard Trumka for this photo shortly after Trumka addressed the MTD Executive Board.

percent of Hispanic women because they don't have a voter ID.

Trumka continued, "Remember what else they did? They closed down the place where you get the IDs on Saturday so that you had to take a day off of work during the week to go and get one. It wasn't an accident, it was an assault on democracy, and it's an assault on us as well."

Trumka expects more of the same during the 2012 election cycle. "They spent almost \$2 billion in the last election cycle and they'll spend between \$5 billion and \$6 billion this time," he said. "Money will be no object; they will be coming right at us."

The attacks on collective bargaining and the right to vote have the same purpose, Trumka noted. "The goal is one thing and one thing only—and that's to tilt the playing field against us, to defeat us, to keep us in our place, to stop the workers from getting

stand and fight and create those jobs, not give us lip service. "We need leaders who will run a campaign for those jobs and create them," he said. "And I've got to tell you that the Maritime Trades, you are a powerful voice for working people, a mighty voice. But as mighty as you are, and as mighty as our labor movement is, we cannot take on this battle alone."

The federation leader said that when we stand together with those organizations, progressive groups and individuals who share our values, the numbers are on our side. No matter how much money they have, he said, we can produce votes that nullify that money. "When we remind America that work connects us all, we can build a culture of mutual support and solidarity. Quite frankly, if all working people united, we can't be turned around."

Commenting on the upcoming 2012 General Election, Trumka said that he was sure that some of us are going to look back to 2008 when labor helped elect President Obama. "It seemed like our time had finally come," he said. "I remember that and I was so excited. I said man we got the House, we got the Senate ... good times are going to roll."

But the "good times" have been few and far between, Trumka suggested. Based on a record numbers of filibusters in the U.S. Senate and a flood of cash that's been let loose by the Citizens United decision, Trumka said that the right-wing has put up a much more viscous fight than anyone anticipated.

Further, he said, President Obama has had fewer people confirmed in his cabinet than any president before him. "They won't even give him the people that he needs to make the government run," Trumka said. "You know why? They don't want government to run. They don't want him to be able to create jobs; they don't want him to be able to solve problems. That doesn't fit their agenda."

After noting that the right wing's number one goal is not fixing the economy, not creating jobs, not bringing retirement security to Americans, not fixing education, and not fixing our infrastructure, but instead to take Barack Obama out of office, Trumka said that he still expected more from the president.

"Sometimes the right-wing blocked President Obama from making more progress, and quite honestly sometimes Obama and our friends in the Senate could have fought a whole lot harder and negotiated a whole lot better."

Continued on Page 14

'Best of America's Labor Movement'

Labor Secretary, Congressmen Credit MTD Unions for Vital Roles

A cabinet member and two U.S. Representatives were among speakers to address those who attended the Maritime Trades Department, AFL-CIO executive board (MTD) meeting last month near Orlando, Fla.

Secretary of Labor Hilda Solis, U.S. Representative Cedric Richmond (D-La.) and U.S. Representative Michael Grimm (R-N.Y.) each delivered speeches to the body March 9. Solis' message came via a DVD specifically prepared for the MTD while Congressmen Richmond and Grimm made personal appearances.

Solis thanked American merchant mariners, shipbuilders, longshoremen and their affiliated unions for their respective roles in making the nation's maritime industry strong and vibrant. Noting the strong leadership provided to the MTD by President Michael Sacco and Vice President Scott Winter, Solis said, "The members you represent are fortunate to have you at the helm. Your advocacy is making an enormous difference for the middle class workers who labor in our ports and build and supply our flag vessels."

The Labor Secretary then told attendees that she was incredibly proud of the contributions the merchant mariners have made to our commerce, our national defense and vital humanitarian missions around the world. "Whether bringing supplies to Haiti to alleviate suffering after the earthquake, or delivering grains to foreign ports to alleviate famine, or serving as our fourth arm of defense in times of emergency," she said, "you represent the best of America's labor movement."

Focusing on the economy, Solis said that the MTD's meeting was being held at a critical time. She conceded that the recession had taken a tremendous toll on the maritime industry, but expressed optimism for a better future.

"We have now created nearly 3.7 million jobs over the last 24 months," she said. "Our recovery is growing stronger and you played a critical role in educating Congress about the millions of jobs generated by American ports."

She then pledged the administration's continued support of the maritime industry, noting that if this country is going to export products rather than jobs, then we need to make major infrastructure investments in our ports. These investments will enable us to keep pace with our rapid trade growth, she said.

"President Obama understands this," Solis told the board members. "Even in these difficult partisan times, we will continue to make the case on Capitol Hill and to the American people that these investments are in our vital national interest. And as we make that case, we will continue to stand up against the attacks on the rights of organized labor."

In closing, the Labor Secretary noted that our opponents are waging attacks on working people at the worst possible time in states all across the country. "They say that given the state of the economy, we can't afford unions right now," Solis said. "I say they got it backwards.... That's why I continue to speak out against those who want to use the financial crisis as an excuse to take this country backwards by attacking collective bargaining rights. That's that wrong way to go.... President Obama understands that labor unions are not the cause of America's problems, they are part of the solution."

Congressman Richmond

A strong advocate for the U.S. maritime industry, Richmond talked about the importance of solidarity and organizing in the labor movement.

To set the tone for his presentation, he told the board members about the role he and others have been playing in the ongoing



The Honorable
Hilda Solis
U.S. Secretary of Labor

ing battle to keep New Orleans' Avondale Shipyard open.

In the middle of the night, Richmond said, company executives decided to shut the facility down because they did not deem it efficient. The congressman said that he didn't think it was fair for them to kick 11,000 New Orleans metro area residents out of work. He later learned that the company stood to gain some \$310 million by closing the facility. This to him was insane: a company being given \$310 million for quitting on the American people.

"I can see giving \$310 million to a company if they are expanding, or if they are opening," he said. "But to give \$310 million to somebody who is going to quit on the American people.... It just seemed like foolishness."

Armed with this information, Richmond said he launched an all-out campaign to save Avondale. His crusade, strongly backed by organized labor, continues today; and although he has not realized his ultimate goal of saving Avondale, he said he believes that he, his supporters, and the Avondale workers eventually will prevail.

The congressman pointed out that while he was captivated by the masses of Avondale workers who turned out during their rallies to save the shipyard, he was more awestruck by the turnout of supporters – by "all of the brothers and sisters from labor from all over the country who came down to support them. That really means a lot," he said. "You find out who your friends are when you are in a time of need. And I can tell you as a survivor of Katrina, you really find out who your friends are when you're down."

With that as a framework, Richmond shared his views on the importance of the maritime industry. "The future of the maritime industry in this country is important to the future of this country," he said.

Richmond said that Americans make up only five percent of the consumers in this world, so the remaining 95 percent of them are outside of our country.

"This means that we need not only an information superhighway, but we also need to make sure that we invest in our maritime superhighway which is the trade superhighway for this country," he stated. "So, just as we talk about laying fiber-optic cable, we should be talking about dredging our rivers and our ports. Just as you talk about investing in the infrastructure of the country to make sure we can hardwire things, we have to talk about the infrastructure in our maritime industry."

The congressman then stated while he was sure each member of the audience was on the same page when it came to the maritime industry, that wasn't enough. It's more



The Honorable Cedric Richmond
U.S. Representative
(D) Louisiana

important that everyone continue to stand together and let their feelings be known through a united voice, he noted. "Whether we're talking about the Jones Act, cargo preference or the Maritime Security Program, we should keep saying it again and again," he said. "I support them all."

"Muhammad Ali used to always say I'm the greatest, I'm the greatest, I'm the greatest everywhere he went," the congressman continued. "One day, a reporter asked him why do you keep saying that? His response was if I say it long enough, people will start to believe it."

One of the problems developing in this country is that we have allowed people to say labor is a bad thing, Richmond pointed out. "They said it over and over again to the point that people are starting to believe it. We can't afford to let people say it over and over again without them getting checked. We have to say it's all lies and garbage."

On the issue of the 99 percent versus the one percent, Congressman Richmond emphasized that Americans are not in the business of penalizing people for being successful. "That's not what we do," he stated. "But as my grandmother once told me, to whom much is given, much is required." This means that during these tough economic times, "rich people need to do a little more," he said. "We're not saying that you have to give more for the rest of your life, but for the next couple of years while we're in this crunch, we're going to need just a little bit more. And for people who don't have that, we're asking for their time. We need you to mentor kids, to coach little league, to give what you can give."

Richmond told the board that his passion for labor was ingrained in him as a child. Having picketed with his mother, who served as a strike captain for a teachers union in New Orleans, he said he learned a great deal about organized labor deal from her.

"My mother was from one of the poorest places in the country, she had 15 brothers and sisters," he said. "But she was proud to be in the union, she was proud to stand with others to fight for what she believed in. And my brother and I started to believe in it, too. As we grew up and watched her fight when things were not right ... we formed that same pride. And that's the pride that it's going to take to get this country back on the right track."

Congressman Richmond closed by saying he is a product of all of their hard work and sacrifice. "It was the labor movement that joined to make sure that I could go to some of the best schools and do anything I wanted to do" he said. "And it was certainly your help that got me elected to the United States Congress."



The Honorable Michael Grimm
U.S. Representative
(R) New York

Congressman Michael Grimm

Republican Congressman Grimm told the board that despite the popular perception that Congress is broken and dysfunctional, a lot of across-the-aisle bipartisanship exists.

"A good example of that is taking place here today because not only do I stand here in support of and behind every one of you, not only with the labor movement, not only with the maritime industry, but also with my colleague Congressman Richmond from across the aisle," Grimm said. "So when you get past the sound bites and rhetoric and nonsense, you're going to find out just how much alike we really are."

A veteran of the U.S. Marine Corps who also served as an FBI Special Agent, Grimm also hails from a labor background. And, like his Democratic colleague, he developed a deep appreciation for labor and its pioneering values early in life.

"No one knew this when I was running for office, but I grew up in a union household," the congressman shared. "My dad, who could barely read and write, swung a hammer and basically broke his back all day working two or three jobs because he promised himself that his two children would have a chance to have an education that he did not have. He was a proud member of Local 8 Roofers and Water Proofers Union. And he taught me from a very early age that it was about a fair day's work for a fair day's wage. This was ingrained in me from day one and that made me grow up with a very profound respect for the people who work hard, the very people who built this country."

Congressman Grimm said he was fortunate to have grown up New York because of its historic connection with organized labor. "When you look around New York, you have to marvel at the architecture, the roads and bridges, tunnels and infrastructure that was built by the hard working hands of labor," he said. "It really makes me so proud and I don't hesitate to admit that I bleed red, white and blue. You can't find anyone that's more proud of this country and that why I stand here today – because we need to get back to get back to our basics."

Addressing the issue of jobs, the congressman said that virtually everyone—especially elected politicians—has an idea about how to create jobs. "That's all you hear from them when you stick a microphone in front of them," Grimm said. "But the answer is right here in front of our nose: We need to get back to the basics."

To clarify his point, Congressman

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SIU VP Government Services Kermet Mangram (right) and Asst. VP Chet Wheeler (left) are pictured with MSC Commander Rear Adm. Mark Buzby following the admiral's address to the executive board.



Rear Adm. Wendi Carpenter
President, SUNY Maritime

MSC Commander, NOAA Admiral Cite Crucial Work of U.S. Merchant Mariners SUNY Maritime President Echoes Need for Good Jobs, Partnerships

The commander of the U.S. Military Sealift Command (MSC) and the director of the National Oceanographic and Atmospheric Administration's (NOAA) Marine and Aviation Operations Centers recently praised the work of U.S. Merchant Mariners and their respective unions at the Maritime Trade Department, AFL-CIO meeting on March 8 near Orlando, Fla.

MSC Commander Rear Adm. Mark Buzby and NOAA Rear Adm. Michael Devany described the key roles played by mariners when it comes to protecting America's national and economic security. They also talked about the ongoing need for industry partnerships and the importance of creating and maintaining good jobs – themes echoed at the MTD meeting by Rear Adm. Wendi Carpenter (USN), president of the Maritime College of the State University of New York.

Buzby gave a brief history of MSC and its missions throughout the years. He cited the "trust that has been established" between the agency and maritime labor, and said it was a privilege to address the MTD executive board.

"It is important to me to be here," Buzby stated. "I can't execute the MSC mission without you. National security and national defense rely on you."

The admiral pointed out that agency and union leaders regularly meet to address various issues affecting both organizations, including mariners. He specifically pointed to the ongoing Civilian Marine Personnel Instructions (CMPI) 610 negotiations, and expressed optimism about final changes being implemented in the very near future.

Regular communications between labor and the agency also help address issues "before they become problems," Buzby added. "All of this goes toward maintaining a strong U.S. maritime industry that is crucial to our continued leadership in a world that depends on the seas and the maritime trade."

Buzby described MSC as a "growth industry" and said that "when it comes to new ships and missions, the pace seems to be picking up."

Among other examples, he cited the launch of the joint high-speed vessel *USNS Spearhead*, slated for delivery this summer. That vessel is one of 10 scheduled to be built; the first four will be crewed by civil-service mariners, while the other six will be run by private American-flag operators.

The commander further noted that NASSCO is assembling modules for the first two mobile landing platforms and soon will launch the final ship in the 14-vessel T-AKE fleet, the *USNS Cesar Chavez*.

Finally, Buzby said that MTD-affiliated unions including the SIU "have been helping us as we take advantage of your expertise and training. We will continue to use your schools for some of our training. Of course, we take advantage of your seamanship, and your shipbuilding skills, and all the rest."

"We've been charting the same course as we move America forward, and I fully expect that to continue, so I'm looking forward to moving ahead together. So thanks for your continued help and partnership – in peace and war."

Devany described NOAA's missions and how mariners' work supports the U.S. economy. Those tasks include weather forecasting, severe storms warnings, fisheries management, marine charting, coastal restoration and protection.

"All of these support maritime commerce and the U.S. economy, and our fleet is dispersed across the nation," he pointed out. "There's a vital national security role as well as a commercial role."

Devany acknowledged the budgetary battles that are affecting NOAA's fleet, but added, "We also have some opportunities to move ahead," including a scheduled addition of a new ship that will be based in San Diego.

He also said it is "imperative" that NOAA work with maritime unions to help recruit "the mariners of the future."

Speaking of those efforts and others, he said they "all require partnerships. The future of what NOAA does, the future of the people who sail on our ships, is built on partnerships not only with the folks that provide training, but also with the maritime unions.... I look forward to a continued positive relationship with all of you."

Echoing not only the dominant theme of MTD President Michael Sacco's opening remarks but also a key point in virtually every other address given at the meeting, Carpenter said, "I also believe it's all about jobs, and it's about how we innovate for the future."

She said her parents grew up during the Great Depression, which enhanced her appreciation for the need for good jobs. "I understand firsthand your com-

mitment to jobs, to good jobs, and how that fits into the maritime industry."

Carpenter discussed maritime training and also how various regulations affect such training, including cost. "We must be united together in turning back some of these regulations that are stifling our economy, and stifling the jobs, and stifling our opportunities to move forward competitively in such a global industry," she asserted.

She also touched on a recent visit to the SIU-affiliated Paul Hall Center for Maritime Training and Education, calling it "a fine facility" and adding, "I believe that there are ways that we can move forward together" when it comes to innovative training.

Finally, she emphasized the importance of partnerships in the industry and how they will benefit everyone.



MTD President Michael Sacco (right), Rear Adm. Michael Devany

2012 AFL-CIO Maritime Trades Department Executive Board Meeting



Robert Scardelletti
President
TCU



Bruce Smith
President
GMP



James Williams
President
Painters



Mark Spano
President
Novelty Workers



Tom Bethel
President
AMO



Mike Jewell
President
MEBA

MTD Snapshot

Formed in 1946, the Maritime Trades Department is a constitutionally mandated department of the AFL-CIO. The MTD's 23 affiliates include the SIU, and altogether those unions represent approximately 5 million members. The MTD also features 21 port maritime councils.

SIU President Michael Sacco also serves as MTD president, a post to which he most recently was re-elected in 2009.

The articles and images on pages 9-14 reflect some of the happenings at this year's MTD executive board meeting, which took place March 8-9 near Orlando, Fla. Check out the MTD's new website (www.maritimetrades.org) for additional information about the department.



Michel Desjardins
President
SIU of Canada



Roman Gralewicz
President Emeritus
SIU of Canada



Richard Hughes
President Emeritus
ILA



Gunnar Lundberg
President
SUP



Anthony Poplawski
President
MFOW



Brian Bryant
Chief of Staff to VP
Machinists



Lynn Tucker,
General VP
Machinists



Joseph Condo
International VP
TCU



Warren Fairley
International VP
Boilermakers



Richard Lanigan
Vice President
OPEIU



Desiree Gralewicz
Secretary-Treasurer
SIU of Canada



Daniel W. Duncan
Exec. Secretary-Treasurer
MTD



Scott Winter
Vice President
MTD



Bernard Hostein
Asst. to President
Steelworkers



Jerry Abell
Secretary-Treasurer
South Florida Maritime
Trades Council



Larry Holbert
Director, Rail & Shipyards
Sheet Metal Workers



Brian Schoeneman
Legislative Director
SIU



Don Nolan
Vice President
Paul Hall Center



Joseph Soresi
VP Atlantic Coast
SIU



Nick Marrone
VP West Coast
SIU



Tom Orzechowski
VP Great Lakes
SIU



Tim Buxton
Cleveland Port
Maritime Council



Tom Orzechowski III, son of SIU VP Great Lakes Tom Orzechowski, leads the Pledge of Allegiance as President Michael Sacco looks on.

Speakers Offer Different Perspectives, Same Focus: Jobs

Whether it involves port modernization or harnessing new sources of energy, job creation is at the forefront of planned and needed maritime projects, noted three guest speakers at last month's Maritime Trades Department, AFL-CIO executive board meeting.

Robert Mitchell, CEO of Atlantic Wind Connection, told the board on March 9 that developing offshore wind energy on the East Coast will generate good jobs and tens of billions of dollars in economic activity.

A day earlier, both Barry Holliday, executive director of the Dredging Contractors of America, and Paul Anderson, CEO of the Jacksonville Port Authority, said that the United States can't waste any more time improving the nation's ports, or it will continue to cost the country jobs and other assets. They both pointed to the surplus in the Harbor Maintenance Trust Fund and said the money should be used for its explicit mandate of paying for dredging.

Mitchell described Atlantic Wind's 10-year plan "to build more than 350 miles of sub-sea transmission cable that will become like the interstate highway for electricity along the East Coast."

He pointed out that between Washington, D.C. and New York City "we have the most congested transmission corridor in the United States, and that means that, just like on a highway that's congested, everything slows down and it costs extra money for people to sit in traffic. The analogy for electricity is that the demand is there, and you've got to push it through, but the power that does get through now becomes extremely expensive."

He estimated that from New Jersey to Chicago, energy rate-payers fork over anywhere from \$2 billion to \$4 billion extra in congestion cost "because we don't have enough transmission. When we build this line, it will relieve a great deal of that congestion."

Mitchell said Atlantic Wind has the administration's support and is going through the process of securing permits. Their goal is "to have this operational by 2017-2018."

He added that while the expected creation of 34,000 jobs associated with the project may not seem like a large number, the related economic activity is expected to surpass \$100 billion.

Finally, Mitchell stated that he doesn't view the project as one that competes with



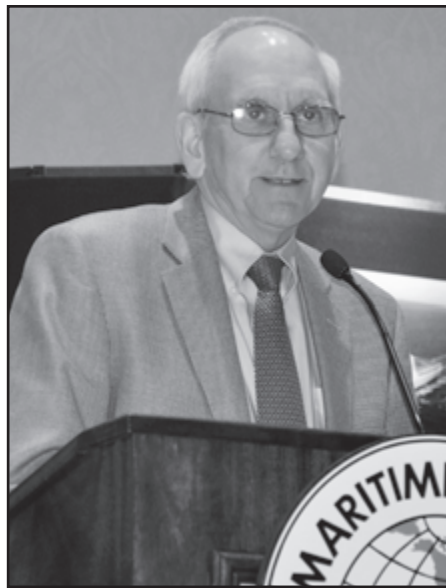
Paul Anderson, CEO
Jacksonville Port Authority

other energy sources.

"America is going to need as much energy as we can produce," he said. "How many times will we have an opportunity to produce an entirely new industry for this country? Right now, offshore wind is well-developed in Europe. There are factories there that are producing the turbines and the towers and blades and so on. But it's expensive to move all of that over here. There's no reason at all why we can't put American workers to work, producing quality machines that are going to be great not only for our environment but for our economy."

Holliday described the Harbor Maintenance Trust (HMT) Fund and explained a four-year effort to improve U.S. ports spearheaded by a large coalition called Realize America's Maritime Promise.

"It's all about jobs, and this is no exception," he said. "It's been our mantra all through this in talking with Congress.... Our focus right now is to try to get the HMT legislation introduced into the transportation bills on both the House and the Senate side, and as many of you know, that's been a real challenge.... I have my fingers and toes crossed that we'll have some recognition and acknowledgement that this is important to our nation and our jobs."

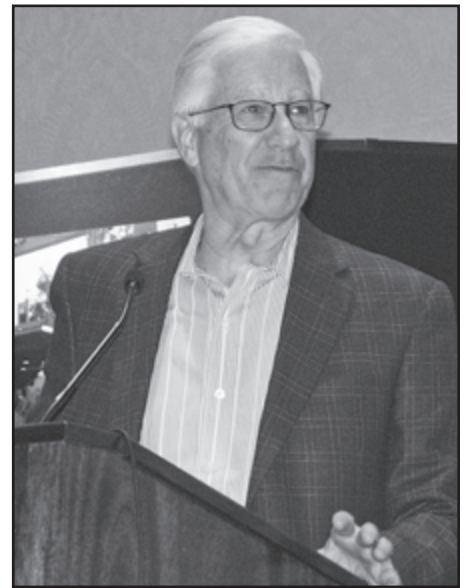


Barry Holliday, Exec. Director
Dredging Contractors of America

The Harbor Maintenance Trust Fund provides money for the United States Army Corps of Engineers to dredge federally maintained harbors to their authorized depths and widths. That money comes from the Harbor Maintenance Tax, under which certain users of U.S. coastal and Great Lakes harbors pay a tariff of \$1.25 per \$1,000 in cargo value passing through these waters. The tax applies to imported and domestic waterborne cargo, as well as the ticket value of cruise ship passengers.

The tax was intended to provide a sufficient, stable, long-term source of funding to pay for harbor dredging. In recent years, Fund expenditures have remained flat while collections have increased with rising imports, creating a large surplus. The Fund's uncommitted balance continues to grow and reached an estimated \$6.1 billion at the beginning of fiscal year 2012. Yet, many U.S. harbors are under-maintained because the federal government has been using the trust fund to off-set increasing deficits, rather than spending the funds on what they were intended – harbor maintenance and dredging.

Those points were echoed by Anderson, who said that larger ships are here already, and U.S. ports must grow to accommodate them.



Robert Mitchell, CEO
Atlantic Wind Connection

"To handle these ships, we're having to sail these in at high tide," he explained. "The ships have to wait to come in to ports along the East Coast of the United States because the channels are not deep enough."

Anderson said that all of Florida's 14 ports have lost jobs "because those ships are not able to call at our ports 24/7.... Our country is woefully behind in our investment in port infrastructure."

He mentioned that as recently as 10 years ago, Los Angeles/Long Beach was ranked as the world's third container port. Today it is ranked tenth, and the six overseas ports that moved ahead of it didn't exist a decade ago.

Anderson said he believes political red tape is a big part of the problem.

"This is a critical, critical factor in our country's ability to maintain competitiveness over the next decade," he declared. "We have to change the process and the system and the funding for our nation's gateway infrastructure.... We need faster improvement of our ports, full use of the Harbor Maintenance Trust Fund ... and if we don't get on the stick, our country is going to face serious problems in the next decade with the ability to handle bigger ships."



Jon Whitlow
ITF Seafarers' Section Secretary



Joseph Angelo
Intertanko Managing Director

Progress in Piracy Fight, but Much Work Remains

High-ranking officials from the International Transport Workers' Federation (ITF) and the influential global tanker association Intertanko told the Maritime Trades Department, AFL-CIO executive board that progress is happening in the battle against piracy, but it's still a significant problem.

ITF Seafarers' Section Secretary Jon Whitlow talked to the board on March 9, while Intertanko Managing Director Joseph Angelo (a former U.S. Coast Guard official) addressed the MTD a day earlier. Both men asserted that mariner wellbeing should be the first consideration in the piracy fight.

Whitlow pointed out that since 2008, more than 800 vessels have been attacked by pirates; last year alone, some 113 vessels were fired upon.

During that same period, and sometimes inexplicably omitted from mainstream reporting, Whitlow noted, "More than 60 seafarers have died – killed by pirates in crossfire or deliberately, by suicide in despair, killed in naval action to counter piracy, or died through illness, usually [because of] poor water, poor nutrition."

He said that the "failure to confront piracy off of Somalia has led to it becoming a growing problem elsewhere, (including) off West Africa and the Gulf of Guinea."

Whitlow declared the challenges in combatting piracy include lack of effort by some

of the major flag states; attempts to outlaw ransom payments; an overall reduction of naval assets; and not enough prosecution of pirates, sometimes labeled "catch and release."

However, he also stated that real progress has been made, as reflected by reliable figures which demonstrate far fewer successful attempted attacks. Positive developments include growing political will, the use of armed security guards, improved shipboard practices, "more robust naval action," and follow-up care for mariners after they return home from a piracy incident.

A less-obvious but much-needed step, Whitlow continued, is stopping the pirates before they ever leave shore. The ITF "is on record with 60 governments calling for the need to attack the pirate logistic bases on land."

Finally, he talked about the Save Our Seafarers (SOS) campaign, launched one year ago by organizations representing every component of the maritime industry, including the ITF and Intertanko. In order to achieve the campaign's goals, the industry first had to get the attention of the people whom Whitlow described as "the decision-makers."

With that in mind, he stated, "The biggest achievement in our eyes is that we've secured mainstream press coverage. Previ-

ously we'd been confined to the maritime press.... We have managed to secure widespread and regular coverage in Reuters, five articles in *Time* magazine, a special edition of *The Economist*, coverage by the BBC, CNN, *Daily Telegraph*, *Financial Times*, *Wall Street Journal* to name but a few. So we've moved into the main press."

However, he concluded, "We've got a long way to go, and we need to put an end to the scourge of piracy once and for all."

Much of Angelo's presentation also focused on piracy, but he first pointed out that Intertanko is a non-profit association of independent owners and operators of oil and chemical tankers (oil companies are not members). Collectively, the 230 or so members account for about 80 percent of the world's tanker fleet.

He described why his organization is deeply concerned about its market – worries that perhaps were best illustrated by the grim fact that current tanker market rates are consistently below shipowners' operating costs.

Nevertheless, he said that piracy, especially off the coast of Somalia, is the international shipping industry's main concern. And, like Whitlow, he stated that the plight of mariners should top that list.

Continued on Page 14

Federation President Says It's Time For Labor To Lead

Continued from Page 9

Despite the administration's real or perceived shortcomings, Trumka urged his audience to remain resolute in labor's quest to level the playing field for working families in this country. "We know progress never comes easy, and that's why our job is to never stop demanding more—demanding from this president, demanding more from the senate and the state houses and the state legislators and from any other leader that's out there."

"We cannot allow the blowback from the right-wing to make us lose track of the very real progress we have made since 2008 when we were losing 700,000 jobs per month. Seven hundred thousand of our brothers and sisters were becoming unemployed every month," he said.

With the help of organized labor, Trumka said that the job hemorrhaging has stopped. "President Obama has created more jobs, almost 3 million in a recession, than George Bush did in eight years of good times," Trumka said. "He enacted a health care reform that's going to make a life-and-death, dollars-and-cents difference for working people."

"He passed strong and significant Wall Street reform and he bypassed the effort to keep the consumer financial protection bureau from doing its job," he continued. "And, President Obama also bypassed right-wing obstructionism to keep the National Labor Relations Board working to protect workers."

Trumka told those present that as they recalled the frustrations of the past

four years, they should remember one truth about politics: Sometimes elected leaders lead, sometimes we walk side by side and sometimes "it's on us to push them forward and get behind them and kick them in the backside to keep them moving forward as we push them ahead. That's our job and we can't forget about that. "Now is the time for us to lead, to show them where to go and how to create jobs."

"It's time for us to do our part for the American Dream, so that working people can earn a fair wage and some good benefits and can look forward to a secure retirement," he continued. "So that every worker can have the right to bargain collectively for a better life. So that the infrastructure in this country that's falling down around us gets rebuilt. It's time for

us to lead."

In closing, Trumka said that if we want a better America then we are going to have to work for it. "We are going to have to stand for it together," he said. "Each and every one of us, you and me, all of us standing together to bring out the best in America, to bring out the best in ourselves, and each other. Because, when we are united, we are the 99 percent. We are moving America forward. And I promise you that if we stay united—not lip service solidarity, but real solidarity where your fight is absolutely my fight and my fight is your fight—no one will ever be able to turn us around."

"We will rebuild the middle class and we will rebuild and take back America for every last worker that's out there," he concluded.

Three Voice Praise for Labor Movement

Continued from Page 10

Grimm said the ports in New York City and a few other ports around the country started commerce in the United States. "That's where it all began, so we don't need a Harvard professor or some other Ivy League expert consultant to tell me how to create jobs," he said. "Our forefathers and ancestors invested in our ports when they came here; they invested in our infrastructure, they invested in our maritime industry."

During the next 15 years, the expectation is that international trade will double. This, he said, sounds like an excellent opportunity to create jobs and is the chief reason why he has been pushing for improving our ports—getting ready for the mega ships that will be coming into Staten Island and elsewhere.

"Why don't we continue to create jobs in the areas that we know already work?" he asked the board. "I'm talking about good-paying, honorable and distinguished jobs where people go to work with dignity, work hard and are able to feed their families."

"That's really what it's all about," he continued. "I believe that the American dream is to have the opportunity to give the next generation more and that's why I have been an ardent and fervent supporter of maritime, because I really do think that it's a part of the greatness of this country.... That's where American exceptionalism got

its start."

Speaking specifically about the maritime industry, Congressman Grimm voiced his support. "I've been there with all of you from day one," he said. "Whether it was the MSP, or the Jones Act, or the need to get monies so that we could continue to dredge, I was in your corner. I would still like to know why we don't use 100 percent of the money from our ports for our ports; to dredge and make other improvements," he continued. "In my view, it's foolish and constitutes a fight that we need to have. We need to bring that to the forefront."

Congressman Grimm said he has been talking to many of his congressional colleagues about these issues. He also told the board that it was not always an easy task as a Republican to stand up with labor, but nonetheless pledged his unwavering support.

Recalling a recent union-related vote on the House floor in which he cast the deciding ballot in favor of labor, he said, "After the vote, some of my friends from labor came up to me and said we were holding our breaths. I'm here today to let each and every single one of you know ... that you don't have to hold your breath with me. I'm there for and with you and I'm going to be there. And I'm going to be there, not because I need your vote ... but because I believe in you and that's how I was raised."

Union Captain Helps Promote Industry



The first guest speaker to address the board was Capt. Andrew McGovern (above), a member of the MM&P and the president of the United New Jersey Sandy Hook Pilots. McGovern introduced the stirring video "Boatlift," a 12-minute piece that shows how mariners responded to the 9/11 tragedy in New York. (Look it up on YouTube.) McGovern said he agreed to be interviewed for the video "because I think it's important that we try to show the resiliency of the marine transportation system and what the seafarer can do in times of trouble." He said that the industry's biggest problem "is that nobody knows what we do," and he hopes "Boatlift" will generate well-deserved positive exposure and, in turn, help produce more jobs. The evacuation from Manhattan on September 11, 2001 was the largest water evacuation in history (nearly 500,000 civilians moved by boat), and greatly was aided by SIU members aboard NY Waterway ferries. McGovern added that 9/11 itself was just the start of the story for the local maritime industry, whose members spent four days transporting rescue workers and performing other tasks as needed while area roads, bridges and tunnels were closed.

'100 Percent Union'



Michael Stotz (above), president and managing director of the AFL-CIO Investment Trust Corporation (ITC), spoke at the MTD meeting on March 9. The ITC works with the labor movement and the pension community to raise capital for labor-related investment projects. Funds served by the ITC have more than 170 pension plan investors and more than \$2.5 billion in total assets. "Our returns are very, very competitive, and I'm really proud of that," Stotz said. "We think that not only are we creating jobs, but we're doing it very strategically to keep the returns quite competitive.... We build union and we service union 100 percent." He said that in simplest terms, the ITC's mission is "let's get workers' money to work for workers."

Piracy Remains Troubling Issue

Continued from Page 13

Angelo recalled doing a BBC interview last year about a tanker that had been captured en route to Houston. The vessel was carrying \$200 million worth of cargo.

"My response was, the number one concern of Intertanko and the entire shipping industry is the 35 seafarers on the ship who are being detained," he said. "Not only that, but the 700 seafarers who were being held (in Somalia) as hostages. The response I got from the reporter was, 'Oh, we didn't know that, that's very interesting. But let's talk about the \$200 million cargo.'"

He added that Intertanko deserves credit for initiating the SOS campaign, which is expanding its outreach and currently has 30 industry organizations on

board. The campaign's goals include boosting government will to eradicate piracy in part by increasing general public awareness; stopping the use of mother ships; increasing prosecution of pirates; adding naval assets in the region; and taking action ashore in Somalia to address piracy's root causes.

Overall, Angelo (who led numerous U.S. delegations to the International Maritime Organization while working for the Coast Guard) said that Intertanko's main goals all involve mariner welfare and safety: no fatalities, no pollution, no ship detentions. He stated that while some outsiders are surprised to learn that seafarers are such a big part of Intertanko's focus, the organization is proud of its priorities and will continue working on issues including piracy, shore access, accommodation spaces, fatigue and more.

Personals

Harold Viser Jr. wants to get in contact with Wilfred Maurice. The two mariners sailed together during the early 1990s. Viser's phone number is (713) 775-7072.

Frank Jenkins would like to get in contact with Robert Beecks. Jenkins' phone number is (347) 325-6844.

May & June Membership Meetings

Piney Point.....	Monday: May 7, June 4
Algonac.....	Friday: May 11, June 8
Baltimore.....	Thursday: May 10, June 7
Guam.....	Thursday: May 24, June 21
Honolulu.....	Friday: May 18, June 15
Houston.....	Monday: May 14, June 11
Jacksonville.....	Thursday: May 10, June 7
Joliet.....	Thursday: May 17, June 14
Mobile.....	Wednesday: May 16, June 13
New Orleans.....	Tuesday: May 15, June 12
New York.....	Tuesday: May 8, June 5
Norfolk.....	Thursday: May 10, June 7
Oakland.....	Thursday: May 17, June 14
Philadelphia.....	Wednesday: May 9, June 6
Port Everglades.....	Thursday: May 17, June 14
San Juan.....	Thursday: May 10, June 7
St. Louis.....	Friday: May 18, June 15
Tacoma.....	Friday: May 25, June 22
Wilmington.....	Monday: May 21, June 18

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

Attention:

Seafarers

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Dispatchers' Report for Deep Sea

February 16, 2012 - March 15, 2012

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	14	7	2	35	14	4	0	12	15	1
Anchorage	1	0	0	0	1	1	0	2	3	0
Baltimore	5	7	1	2	3	0	2	9	12	1
Fort Lauderdale	18	16	0	8	10	0	3	24	23	2
Guam	2	2	0	3	5	1	0	7	3	0
Honolulu	10	7	2	5	1	1	0	20	10	4
Houston	39	12	3	28	8	0	15	94	28	15
Jacksonville	30	25	3	28	13	1	10	49	59	5
Joliet	6	7	0	12	7	0	0	2	7	2
Mobile	16	9	0	12	4	0	1	18	6	0
New Orleans	16	3	0	9	1	0	1	24	10	1
New York	35	19	3	38	8	0	13	72	35	3
Norfolk	16	15	1	10	17	1	6	24	31	7
Oakland	24	8	1	19	4	1	8	43	18	0
Philadelphia	7	7	0	6	0	0	3	11	10	0
Piney Point	1	0	0	1	0	0	0	0	0	0
Puerto Rico	9	5	1	10	4	0	4	14	14	2
Tacoma	40	14	2	32	14	2	13	64	26	4
St. Louis	4	3	0	2	1	0	0	7	4	0
Wilmington	33	22	2	25	10	0	11	68	47	8
TOTALS	326	188	21	285	125	12	90	564	361	55

Engine Department										
Algonac	1	7	4	10	7	3	0	3	4	3
Anchorage	0	1	0	0	2	0	0	0	1	1
Baltimore	6	8	0	3	3	0	2	5	6	0
Fort Lauderdale	4	5	0	5	2	0	0	12	10	0
Guam	1	0	0	2	0	0	0	5	1	0
Honolulu	11	4	0	4	4	0	1	18	5	1
Houston	12	11	1	10	9	0	10	22	25	2
Jacksonville	18	16	0	11	11	0	8	39	40	1
Joliet	2	2	0	7	3	0	0	1	3	0
Mobile	8	5	0	5	1	1	0	15	4	1
New Orleans	3	1	0	1	2	0	0	9	2	0
New York	12	6	1	10	11	0	5	23	15	2
Norfolk	8	15	1	9	15	1	1	15	34	1
Oakland	14	8	0	2	5	0	2	23	17	0
Philadelphia	2	2	0	2	0	0	1	5	7	0
Piney Point	2	5	0	1	2	0	0	3	7	0
Puerto Rico	3	7	0	1	5	0	3	4	18	0
Tacoma	15	12	0	14	8	0	7	21	20	0
St. Louis	2	1	0	2	0	0	0	1	6	0
Wilmington	8	10	0	5	12	1	3	23	22	2
TOTALS	132	126	7	104	102	6	43	247	247	14

Steward Department										
Algonac	3	2	1	2	4	0	0	8	3	1
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	1	0	0	1	2	0	0	5	0	0
Fort Lauderdale	13	2	2	8	3	1	1	21	5	1
Guam	2	0	1	0	0	1	0	3	0	0
Honolulu	7	3	0	2	4	0	0	20	2	0
Houston	15	3	1	8	4	0	2	34	12	1
Jacksonville	16	9	2	10	3	0	4	29	12	3
Joliet	1	3	0	3	4	0	0	0	2	0
Mobile	3	1	0	6	1	1	1	5	6	0
New Orleans	8	2	2	2	0	0	1	9	5	2
New York	16	7	0	14	4	0	8	31	7	0
Norfolk	3	10	2	8	7	1	3	11	19	3
Oakland	11	2	1	13	2	1	4	25	4	2
Philadelphia	4	0	0	5	0	0	1	3	0	0
Piney Point	3	1	0	3	2	0	0	4	2	0
Puerto Rico	2	3	0	2	1	0	0	4	3	0
Tacoma	16	4	0	15	2	0	2	32	7	0
St. Louis	1	0	1	1	2	1	0	2	0	0
Wilmington	20	4	1	20	1	0	4	48	9	2
TOTALS	145	57	14	123	46	6	31	294	99	15

Entry Department										
Algonac	3	7	5	4	19	1	2	3	15	20
Anchorage	0	0	0	0	2	0	0	0	3	0
Baltimore	1	6	1	1	3	0	0	1	4	4
Fort Lauderdale	0	4	2	0	5	0	0	0	15	5
Guam	0	2	1	0	0	0	0	0	6	1
Honolulu	4	4	9	1	3	5	1	9	12	12
Houston	0	14	8	2	8	1	1	6	24	9
Jacksonville	1	13	9	3	12	2	3	4	36	21
Joliet	0	9	0	0	11	0	0	1	1	3
Mobile	0	2	4	0	4	1	0	0	6	3
New Orleans	0	4	7	0	1	2	0	1	5	9
New York	7	30	9	1	15	6	2	13	54	30
Norfolk	0	17	15	0	19	7	3	0	25	30
Oakland	5	16	7	1	8	1	1	5	20	10
Philadelphia	0	3	3	0	2	0	0	0	2	4
Piney Point	0	11	27	0	7	24	1	0	11	15
Puerto Rico	0	1	0	0	0	1	0	1	1	2
Tacoma	8	11	4	5	9	2	1	8	18	8
St. Louis	0	0	0	0	1	0	0	0	3	0
Wilmington	5	10	7	2	6	2	1	12	26	23
TOTALS	34	164	118	20	135	55	16	64	287	209

GRAND TOTALS:	637	535	160	532	408	79	180	1,169	994	293
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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*
Kermett Mangram,
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

635 Fourth Ave., Brooklyn, NY 11232
(718) 499-6600
Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was answered by SIU members in Piney Point, Md.

What do you like most about your job?

Tristan Brand

QMED

I like working with my hands, being able to get outside and not sitting in an office. I'm coast-side now, but I really enjoyed traveling when I had the chance to work deep sea. And the pay. The pay and the vacation are both good things.



Zach Ross

Junior Engineer

I like the fact that I get to work in a block schedule. Working in blocks gives you

the opportunity to get a lot of time off and a lot of money at once. Also, you have the opportunity to advance. The union and the school give you the opportunity to go as far as you want. That's a great advantage to have.



Grayson Ross

Junior Engineer



The opportunity of advancement is my favorite part. You have the option of not only improving your rating, but also being able to do it at your own pace. You don't have to follow a set path – it's really up to you how far and how fast you want to go. Not a lot of other jobs give you that kind of freedom.



Samuel Shuebrooks

Oiler

I like having the opportunity to travel. I'm learning new things every day, meeting new people from different cultures. The best place I've been to so far is Dubai. I got to see a totally different way of living and I have the opportunity to see places that I never would've been able to see in a different job. Aside

from the travel, I also get to experience on-the-job training which, to me, is the best way to learn.

Anthony Thomas

Oiler

There's always something interesting going on. You're constantly learning something new. I transferred over to the engine department and I'm learning every single day. When you're learning how to work on engines and things like that, those skills not only help you become a better mariner but are transferable to other fields as well. With the training that I get, I can work on all sorts of engines. The stuff I learn at work also helps me at home. I can fix my own car and save some money. That's something you can't get anywhere else.



Pic-From-The-Past



In August 1948, nearly 150 members attended the first regular branch meeting at the new union hall in San Francisco, located at 85 Third Street. Conducting the meeting were (from left) West Coast Representative Steve Cardullo, Chairman Al Bernstein, Reading Clerk Roy Pierce and Recording Secretary H.A. Orlando.

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

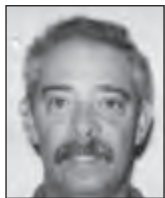


Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and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

IVAN AGUILAR

Brother Ivan Aguilar, 65, donned the SIU colors in 1988. His first voyage was aboard the *President Taylor*; his last was on the *Eugene A. Obregon*. Brother Aguilar was born in Nicaragua and sailed in the deck department. He settled in Metairie, La.



JOHN CADE

Brother John Cade, 65, signed on with the union in 1965. He was a frequent upgrader at the Paul Hall Center. Brother Cade's earliest trip was on a Transeastern Shipping vessel. His final ship was the *Overseas Chicago*. Brother Cade, who sailed in the engine department, lives in Mobile, Ala.



GERALDINE CARTER

Sister Geraldine Carter, 65, started sailing with the union in 1980 in San Francisco. A member of the deck department, she upgraded on three occasions at the Piney Point school. Sister Carter initially worked on the *Santa Adela*. Her most recent trip was aboard the *Oakland*. Sister Carter calls San Francisco home.



JOSEPH COMEAUX

Brother Joseph Comeaux, 62, joined the SIU in 2001 as the NMU merged into the Seafarers International Union. In 2001 and 2002, Brother Comeaux attended classes at the SIU-affiliated school in Piney Point, Md. The deck department member's last trip was on the *Horizon Spirit*. Brother Comeaux resides in Riverside, Calif.



RICHARD GARCEA

Brother Richard Garcea, 71, was born in Spokane, Wash. He became an SIU member in 1971 while in Seattle. Brother Garcea often took advantage of educational opportunities at the Paul Hall Center. He sailed as a member of



the steward department. Brother Garcea's final voyage was aboard the *Express*. He continues to make his home in Washington.

JOHN GLENN

Brother John Glenn, 65, began sailing with the union in 1967. He first worked with Columbia Steamship Company. Brother Glenn sailed in the deck department, most recently on the *North Star*. He attended classes on numerous occasions at the maritime training center in Piney Point, Md. Brother Glenn is a resident of Enumclaw, Wash.



WILLIAM GOELTZ

Brother William Goeltz, 62, signed on with the union in 1973. He originally sailed on the *Buck Monitor*. Brother Goeltz was born in Ashland, Wis., and worked in the deck department. In 2007, he enhanced his skills at the Piney Point school. Brother Goeltz last shipped aboard the *Presque Isle*. He lives in Wisconsin.



JOHN HENRY

Brother John Henry, 65, started sailing with the SIU 2001 as the NMU was merging into the SIU. He mainly worked aboard vessels operated by Alaska Tanker Company such as the *Tonsina* and the *Prince William Sound*. Brother Henry, who sailed in the engine department, calls Keizer, Ore., home.



MARCOS HILL

Brother Marcos Hill, 63, donned the SIU colors in 1968. His earliest trip was with Penn Tanker Company. Brother Hill often attended classes at the Paul Hall Center. His most recent trip was aboard the *Horizon Falcon*.



Brother Hill sailed in the engine department and resides in New Orleans.

CHARLES JAMES

Brother Charles James, 66, joined the Seafarers in 1991 while in Seattle. His first ship was the *Sealift Arctic*; his last was the *Midnight Sun*. Brother James upgraded in 1997 at the union-affiliated



school in Piney Point, Md. The deck department member makes his home in Shelton, Wash.

ODELL MURRAY

Brother Odell Murray, 71, became an SIU member in 2001 during the SIU/NMU merger. On two occasions he took advantage of educational opportunities available at the Piney Point school. Brother Murray's final voyage was on the *Resolve*. He sailed in the engine department and lives in Houston.



RICHARD NICHOLAS

Brother Richard Nicholas, 62, began his SIU career in 1990. He initially shipped aboard the *Francis Hammer*. Brother Nicholas enhanced his seafaring abilities often at the Paul Hall Center. He sailed in the deck department. Brother Nicholas most recently worked on the *Dodge Island*. He lives in Bay Minette, Ala.



MICHAEL ORTON

Brother Michael Orton, 66, joined the union in 2002 while in the

port of San Francisco. In 2006, the deck department member went to the maritime training center in Piney Point, Md. Brother Orton's final trip to sea was aboard the *Lawrence Gianella*. He calls Jacksonville, Fla., home.



CARMA PETERSEN

Sister Carma Petersen, 67, started shipping with the Seafarers in 1998. She originally worked on the *USNS Silas Bent*. Sister Petersen was a steward department member. She upgraded in 2002 at the Piney Point school. Sister Peterson's last trip was aboard the *USNS Pathfinder*. She resides in Roanoke, Va.



MICHAEL WEBER

Brother Michael Weber, 62, donned the SIU colors in 2001 as the NMU merged into the Seafarers International Union. He primarily sailed with Marine Personnel & Provisioning on vessels such as the *Yorktown Express* and the *Washington Express*. Brother



Weber attended classes in 1999 at the SIU-affiliated school in Piney Point, Md. The deck department member is a resident of Cornell, Mich.

INLAND

MICHAEL DOUTHITT

Brother Michael Douthitt, 64, became a Seafarer in 1983 while in the port of New Orleans. His earliest trip was with Dravo Basic Materials Company. Brother Douthitt sailed in the deck department and last worked with Martin Marietta. He lives in Sontag, Miss.



BENJAMIN GUILLOT

Brother Benjamin Guillot, 64, joined the SIU ranks in 1992 in New Orleans. He initially worked with Energy Ammonia Transportation Corporation. The Louisiana native sailed in the deck department. Brother Guillot upgraded his skills in 2000 and 2004 at the Paul Hall Center. His final trip was on a vessel operated by Crowley Towing and Transportation of Wilmington. Brother Guillot makes his home in Slidell, La.



This Month In SIU History

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

1950

With a complete tie-up of all U.S. shipping by the powerful AFL Maritime Trades Department hanging over their heads, East and Gulf coast ship operators quickly altered their union-busting stand and negotiated an agreement with the AFL Masters, Mates and Pilots. The pact was signed on April 21, just 36 hours before the strike deadline set by the licensed officers' union. The settlement ended nine months of stalling by the operators. At the request of federal mediators, the old contract had been extended four times since it expired on September 30. Member unions of the MTD intervened in the dispute when they were satisfied that the shipowners were intent on destroying the MM&P, one of the AFL waterfront group's affiliates.

1960

Hitting back at Egypt President Nasser's blacklisting of American-flag ships, the SIU and the International Longshoremen's Association have tied up the Egyptian-flag *SS Cleopatra* in New York harbor. A joint SIU-ILA picket line demonstration protesting the blacklist has idled the Egyptian vessel since Wednesday morning, April 13, when the ship arrived in New York. Efforts by the owners of the vessel (which, incidentally, includes the Egyptian government) to obtain court orders against the picket line were rebuffed in two federal courts.

1970

"No industry is more dependent on world trade than the merchant marine," AFL-CIO Secretary-Treasurer Lane Kirkland told a conference on the crisis in international trade. But he warned: "When American exports are being shipped on foreign-flag vessels, American jobs are being exported. When U.S.-made goods are exported, if it's on a foreign bottom, a service - shipping - is being imported." He spoke at an AFL-CIO Industrial Union Department conference, "Developing Crisis in International Trade."

1980

Wherever she goes on the Great Lakes, American Steamship's brand-new bulk carrier will serve as a floating ambassador, paying tribute to all hard-working U.S. seamen. Because the name painted on her 730-foot hull is *MV American Mariner*. At christening ceremonies held April 15 at Bay Shipbuilding's Sturgeon Bay, Wisc., yard, the SIU-contracted vessel was dedicated "to the generation of seamen - past and present - who have kept the Lakes as the primary transportation link in North America's heartland." Ably wielding the inaugural bottle of champagne over American Steamship's tenth new vessel in seven years was Valerie Nemirow, wife of Maritime Administration head Samuel B. Nemirow, who gave the keynote speech of the day.

Final Departures



DEEP SEA

WILLIAM BARNES

Pensioner William Barnes, 89, passed away Nov. 18. Brother Barnes was born in Alabama. The steward department member began receiving his retirement compensation in 1970. Brother Barnes called Irvington, Ala., home.

WILLIAM DILLON

Pensioner William Dillon, 82, died Oct. 25. Brother Dillon became a union member in 1960 while in the port of New York. He was originally employed aboard the *Cantigny*. The engine department member was born in Massachusetts. Brother Dillon last sailed on the *Challenger*. In 1995, he retired and settled in Jacksonville, Fla.



FREDDIE GRIFFIN

Pensioner Freddie Griffin, 71, passed away Oct. 27. Brother Griffin began sailing with the SIU in 1984. His earliest trip to sea was aboard the *Portland*. Brother Griffin was a native of Onward, Miss. Prior to his retirement in 2002, he sailed on the *Westward Venture*. Brother Griffin, a member of the deck department, made his home in Renton, Wash.



RONALD HACKENSMITH

Brother Ronald Hackensmith, 61, died Nov. 21. He started sailing with the union in 1996. Brother Hackensmith, who sailed in the engine department, was first employed aboard the *Presque Isle*. He was born in Evansville, Wis. Brother Hackensmith's last voyage was on the *St. Marys Challenger*. He was a resident of Gordon, Wis.

ALI MOHAMED

Brother Ali Mohamed, 59, passed away Oct. 27. He signed on with the SIU in 1990. Brother Mohamed, a member of the steward department, initially shipped on the *Independence*. He was a Yemen native. Brother Mohamed last sailed aboard the *Cape Jacob*. He lived in Dearborn, Mich.

STEVEN MYRICK

Brother Steven Myrick, 54, died Oct. 31. He first donned the SIU colors in 2008. Brother Myrick's earliest trip was aboard the *Integrity*. The steward department member most recently shipped on the *Freedom*. Brother Myrick called Baltimore home.

EDWARD O'BRIEN

Pensioner Edward O'Brien, 85, passed away Nov. 13. Brother O'Brien began shipping with the union in 1967. He was a New York native and worked in the deck department. Brother O'Brien first sailed aboard the *Eagle Traveler*. His final trip was on the *Liberator*. Brother O'Brien went on pension in 1998 and resided in Pomona, Calif.



GRADY STEWART

Pensioner Grady Stewart, 83, died Nov. 14. Brother Stewart became a Seafarer in 1962. He initially sailed with Seatrade Corporation. The Florida-born mariner was a member of the deck department. Brother Stewart's final trip was aboard the *Overseas New Orleans*. He started collecting his pension in 1995 and made his home in Jay, Fla.



TELE TOGIAI

Brother Tele Togiai, 61, passed away Nov. 22. He joined the union in 1979. Brother Togiai originally shipped on the *Pioneer*. He worked in the engine department. Brother Togiai last worked as a crane maintenance electrician on the West Coast. He was a resident of Fort Mohave, Az.

INLAND

ANTHONY CHIPERAS

Brother Anthony Chiperas, 67, died Nov. 26. He began sailing with the SIU in 2004 while in the port of Norfolk, Va. Brother Chiperas mainly sailed aboard Allied Towing vessels. The steward department member made his home in Norfolk.

GILBERT DIGGS

Brother Gilbert Diggs, 52, passed away Nov. 17. He was born in Newport News, Va. Brother Diggs started his SIU career in 1999. He worked primarily with Allied Transportation Company. Brother Diggs sailed in both the engine and steward departments. He lived in Haynesville, Va.

JOSEPH MAZUREK

Pensioner Joseph Mazurek, 82, died Dec. 6. Brother Mazurek first donned the SIU colors in 1962. He spent most of his career aboard Moran Towing of Maryland vessels. Brother Mazurek became a pensioner in 1987 and resided in his native state of Maryland.



ALFRED SMITH

Pensioner Alfred Smith, 74, passed away Nov. 17. Brother Smith signed on with the SIU in 1962. He was a deck department member. Brother Smith initially worked with Merritt Chapman & Scott. He was a Connecticut native. Brother Smith was last employed with Turecamo Maritime. He retired in 1997 and called New Jersey home.

GREAT LAKES

PETER NAGOWSKI

Brother Peter Nagowski, 55, died Oct. 26. He was born in New York. Brother Nagowski became a union member in 1976. His earliest trip was on the *Frank Denton*. Brother Nagowski, who sailed in the deck department most recently worked aboard the *Indiana Harbor*. He was a resident of Williamsville, N.Y.

GLENN WEIST

Pensioner Glenn Weist, 88, passed away Nov. 13. Brother Weist joined the union in 1957 while in Fort Lauderdale, Fla. He originally worked with T.J. McCarthy Steamship. The deck department member was born in Pennsylvania. Before retiring in 1988, Brother Weist shipped on



the *St. John*. He made his home in Bedford, Pa.

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

FRANK BALLOU

Pensioner Frank Ballou, 86, died Oct. 30. Brother Ballou went on pension in 1974. He made his home in La Marque, Texas.

DAGOBERTO BORGES

Pensioner Dagoberto Borges, 93, died Nov. 11. Brother Borges was born in Cuba. He retired in 1987 and made his home in Galveston, Texas.

BERTRAND DANIELS

Pensioner Bertrand Daniels, 84, passed away Oct. 29. Brother Daniels was born in Jacksonville, Fla. He became a pensioner in 1991 and continued to reside in Jacksonville.

JOSEPH DENNIS

Pensioner Joseph Dennis, 78, died Oct. 5. Brother Dennis, a native of Alabama, started collecting his retirement compensation in 1995. He lived in Mobile.

LUCIAN HARRIS

Pensioner Lucian Harris, 86, passed away Oct. 4. The Texas-born mariner became a pensioner in 1990. Brother Harris called Houston home.

NATHANIEL JACKSON

Pensioner Nathaniel Jackson, 84, died Oct. 28. Brother Jackson was born in Virginia. He went on pension in 1995 and was a resident of Houston.

GERMAN KERCADU

Pensioner German Kercadu, 77, passed away Oct. 27. Brother Kercadu, a native of Fajardo, P.R., began receiving his pension in 1989. He settled in Philadelphia.

JOHN KNIGHT

Pensioner John Knight, 89, died Oct. 31. Brother Knight was born in New York. He retired in 1984 and made his home in Tuskegee, Ala.

RAYMOND LANKFORD

Pensioner Raymond Lankford,

60, passed away Oct. 5. Brother Lankford was a Virginia native. He went on pension in 2006 and resided in Norfolk, Va.

PAUL MILOBAR

Pensioner Paul Milobar, 88, died Oct. 25. Born in Nebraska, Brother Milobar became a pensioner in 1965. He lived in Lincoln, Neb.

RAMON ORTIZ

Pensioner Ramon Ortiz, 92, passed away Oct. 30. Brother Ortiz, a native of Puerto Rico, started collecting his retirement pay in 1968. He called Brooklyn, N.Y., home.

MANUEL PUIG

Pensioner Manuel Puig, 86, passed away Nov. 10. Brother Puig, a native of Caguas, P.R., went on pension in 1970. He lived in Deltona, Fla.

ROBERT REQUA

Pensioner Robert Requa, 84, died Oct. 31. Brother Requa was born in New York. He went on pension in 2001. Brother Requa settled in Davenport, Wash.

ANTONIO VARA

Pensioner Antonio Vara, 79, passed away Oct. 25. Born in Spain, Brother Vara began receiving his pension in 1994. He continued to make his home in Spain.

DALLAS WILLIAMSON

Pensioner Dallas Williamson, 84, died Oct. 7. Brother Williamson was born in Plaquemine, La. He became a pensioner in 1989. Brother Williamson was a resident of Iberville, La.

SO YUE

Pensioner So Yue, 101, passed away Oct. 11. Brother Yue, a native of China, retired in 1966. He lived in Sunnyvale, Calif.

Name	Age	DOD
Bauer, John	71	Nov. 1
Rivera, Manuel	88	Oct. 29
Taylor, Luke	83	Nov. 7
Torres, Francisco	86	Oct. 29
Torres, Miguel	87	Nov. 4



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.

HORIZON ENTERPRISE (Horizon Lines), January 27 – Chairman **George B. Khan**, Secretary **Scott A. Opsahl**, Educational Director **Shawn L. Clark**, Engine Delegate **Albert Dulig**, Steward Delegate **Joseph J. Gallo**. Chairman asked mariners to help keep common areas clean and return movies when finished watching them. He let crew know TV series available upon request. Secretary requested members leave fresh linens for reliefs. Educational director suggested Seafarers take advantage of courses available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He also reminded them that they will not be able to ship if MMD/Merchant Mariner Credential runs out before the trip ends, so keep documents up-to-date. No beefs or disputed OT reported. Members were advised to check out members-only section of the SIU website. Suggestion was made to cover periodontal maintenance, to prevent gum disease which is a gateway to other health issues such as heart disease and stroke. Crew members were reminded that there is no smoking in computer room. Thanks given to the steward department for a job well done. Honorable mention given to **SA Steve Walsh** and **D.E.U. Zayed Ali** for making crew members' jobs a lot easier. Next ports: Tacoma, Wash., Oakland, Calif. and Honolulu.

MAERSK CAROLINA (Maersk Line, Limited), January 29 – Chairman **Albert Williams**, Secretary **Alexander Banky**, Educational Director **Carl D. Montoya**, Deck Delegate **Daniel K. Murley**, Engine Delegate **Albert Riollano**, Steward Delegate **Medardo Thomas**. Bosun thanked crew for a safe 80th voyage. Secretary urged crew to read *Seafarers LOG* to stay up-to-date on information pertaining to the union, benefits and shipping rules. They were also encouraged to contribute to SPAD and reminded that when they do, they are helping themselves as well as their union brothers and sisters. He recognized **SA Tharwat Saleh** for completing his tour (200 days) without safety issues or health problems. Educational director reminded crew to get their time in and take advantage of upgrading at Paul Hall Center in Piney Point, Md. Treasurer stated \$2,456 in ship's fund. Suggestion made to use ship fund monies to put satellite pay phone in ship's conference room and sell calling cards out of slop chest so all crew members can call home. Beef reported in engine department; no disputed OT. Request was made for new toaster in crew mess. Recommendations were made regarding medical, pension and vacation benefits. Next ports: Newark, N.J., Charleston, S.C. and Norfolk, Va.

CHAMPION (Maersk Line, Limited), February 26, -

Remembering Brother Joseph Gutierrez



In accordance with his wishes, the ashes of the late engine-department Seafarer Joseph H. Gutierrez – who passed away late last year at age 82 – were scattered at sea Jan. 23 from aboard the *Seabulk Trader*, while the vessel was sailing from Port Everglades, Fla., to Lake Charles, La. A few photos from the ceremony are shown here. "On behalf of the crew, it was an honor and privilege for us to perform the burial-at-sea ceremony for Mr. Gutierrez, carrying out his final wishes and serving as the final chapter in his life story," wrote vessel master Capt. Thomas M. Liebsch. "Our deepest sympathies go out to his extended family, friends and former SIU shipmates." Brother Gutierrez started going to sea as a teenager during World War II, and sailed for 66 years, including initial voyages with the SUP and later the NMU and SIU. He last sailed in 2009 before retiring to Hollywood, Fla.



Chairman **James K. Walker**, Secretary **Willie E. Massaline**, Educational Director **Dennis R. Baker**, Deck Delegate **Jerry P. Ray**, Steward Delegate **Will D. Dalton**, Engine Delegate **Samuel M. Addo**. Chairman went over ship's itinerary and encouraged mariners to read the president's report in the *Seafarers LOG*. Secretary urged members to support our union leadership and donate to SPAD and MDL. Educational director advised everyone check expiration dates and keep documents current. He also suggested Seafarers upgrade at the SIU-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Crew thanked the steward department for excellent food. Members would like to increase pension amounts and lower sea time requirements. Next port: Elizabeth, N.J.

COMET (Maersk Line, Limited), February 25 – Chairman **Khaled G. Munassar**, Secretary **William E. Bragg**, Educational Director **Rene R. Rosario**, Engine Delegate **Alton Hickman**, Steward Delegate **Reynaldo Ricarte**. Chairman thanked crew members for a smooth voyage. He asked those departing vessel to ensure rooms are clean and ready for reliefs. Mariners were reminded to make sure all necessary seafaring documents

were up-to-date. Secretary noted payoff to take place in Long Beach, Calif., on February 27. Educational director urged mariners to upgrade often at the Piney Point school. No beefs or disputed OT reported. Request was made to increase food budget to reflect current food prices. Vote of thanks was given to steward department for good meals and deck dayman for always rendering assistance. Next ports: Long Beach, Calif. and Oakland, Calif.

FREEDOM (ARC), February 2 – Chairman **Timothy J. Fitzgerald**, Secretary **Frank J. Starling**, Educational Director **Angel Cintron**. Bosun discussed ship's schedule and announced payoff in Beaumont, Texas, on February 7. Secretary advised all mariners to attend classes at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Next ports: Beaumont, Texas, Jacksonville, Fla. and Charleston, S.C.

HORIZON TRADER (Horizon Lines), February 7 – Chairman **George H. Saltz**, Secretary **Kevin M. Dougherty**, Educational Director **Thomas M. Flynn**, Engine Delegate **Igbal Mahmood**. Chairman stated payoff to take place upon arrival in Elizabeth, N.J., on February 10. He expressed gratitude to the

steward department for great barbecue and Super Bowl party. Educational director advised all mariners to enhance skills at the maritime training center in Piney Point, Md. Treasurer noted \$1,662 in ship's fund. No beefs or disputed OT reported. Suggestion made pertaining to medical benefits. Next ports: Newark, N.J. and Charleston, S.C.

MAERSK MISSOURI (Maersk Line, Limited), February 26 – Chairman **Oliver M. Balico**, Secretary **Glenn C. Bamman**, Educational Director **Jerome Culbreth**, Deck Delegate **Rolando Guity**, Engine Delegate **Anatoli Vetsinov**, Steward Delegate **Brian T. McEleney**. Chairman reported a good trip with a great crew. Seafarers were urged to attend classes at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Vote of thanks was given to the steward department for a job well done. Next ports: Newark, N.J., Charleston, S.C. and Norfolk, Va.

MAERSK VIRGINIA (Maersk Line, Limited), February 19 – Chairman **Mohamed S. Ahmed**, Secretary **LaShawn L. Rivera**, Educational Director **Michael D. Murphy**, Deck Delegate **Hanapiah Ismail**. Chairman announced payoff on February 20 in Newark, N.J.

Crew members leaving ship were reminded not to depart until properly relieved. They were also asked to leave rooms clean for arriving mariners. Secretary noted that parts for broken garbage disposal to be ordered. Motion was made to add wiper to engine department. Treasurer reported \$2,000 in ship's fund. No beefs or disputed OT reported. Crew expressed gratitude for great food by the steward department. Next port: Newark, N.J.

RACER (Maersk Line, Limited), February 3 – Chairman **Thomas P. Flanagan**, Secretary **Glenn Williams**, Educational Director **Paul M. Titus**, Deck Delegate **John Walsh**, Engine Delegate **Davon A. Brown**. Bosun reported a safe and productive voyage. He informed crew of upcoming room inspections and warned about cold weather in New York. Secretary requested crew separate plastic from trash. Departing mariners were asked to leave clean sets of linens for arriving mariners. Educational director reminded crew to get their time in and take advantage of upgrading at Piney Point. Treasurer stated \$1,500 in ship's fund. No beefs or disputed OT reported. Seafarers requested new dryer for laundry room. Thanks were given to the steward department for a job well done.

Mariners Hone Skills in Piney Point

The SIU-affiliated Paul Hall Center for Maritime Training and Education, which includes the Seafarers Harry Lundberg School of Seamanship, has provided instruction for mariners since 1967. Located in Piney Point, Md., the school blends hands-on training with classroom instruction both for entry-level mariners and for experienced individuals returning for upgrading classes. Since 1999, the school also has featured the Joseph Sacco Fire Fighting and Safety School, a state-of-the-art facility located on a nearby campus. A handful of recent photos from the school appear on this page. Additional information about the school, including a new application for the unlicensed apprentice program, is available in the Paul Hall Center section of www.seafarers.org



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 in-

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

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

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

Paul Hall Center Upgrading Course Information

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

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

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

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

Title of Course	Start Date	Date of Completion
Deck Department		
Lifeboat	April 28	May 11
	May 26	June 8
	June 23	July 6
Able Seaman	May 12	June 8
Fast Rescue Boat	May 5	May 11
	June 23	June 29
Radar	May 19	June 1
ARPA	June 2	June 8
Radar Renewal	June 25	June 25
Engine Department		
BAPO	May 26	June 22
FOWT	April 28	May 25
	June 23	July 20
Junior Engineer	May 12	July 6
Marine Electrician	May 5	June 29
Welding	April 28	May 18
	June 2	June 22

Safety Upgrading Courses		
Advanced Firefighting	May 5	May 11
	June 2	June 8
Basic Firefighting/STCW	April 7	April 13
	May 12	May 18
	June 23	June 29
Medical Care Provider	March 10	March 16
	May 12	May 18
	June 9	June 15
Government Vessels	April 21	April 27
	June 16	June 22

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 #

SeniorityDepartment

Home Port

E-mail

Endorsement(s) or License(s) now held

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

If yes, class #

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

If yes, course(s) taken

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

Title of Course	Start Date	Date of Completion
Steward Department		
Serve Safe	April 14	April 20
	July 7	July 13
	September 29	October 5
Chief Steward	April 14	May 25
	July 7	August 17
	October 13	November 23
Chief Cook	These modules start every other week. The next class begins April 6.	
Galley Operations/Advanced Galley Operations	These modules start every Monday. The next class will begin April 2.	

Reminder for Paul Hall Center Students

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



NOTICE: National Maritime Center Web Site Provides Valuable Mariner Resources

The National Maritime Center (NMC), the licensing authority for the U.S. Coast Guard, offers a comprehensive web site covering mariner credentialing, medical guidelines and much more. The site features a wide range of applications and forms, deck- and engine-department exam information, lists of Coast Guard-approved courses and more. Seafarers are encouraged to check out the site at:<http://www.uscg.mil/nmc/> Mariners may call the NMC at 1-888-IASKNMC (1-888-427-5662). Operational hours are 8 a.m. to 8 p.m. EST, Monday through Friday. (The NMC is closed for all federal holidays.) Various email forms also are available through the NMC web site.

COURSE

START DATE

DATE OF COMPLETION

LAST VESSEL:

Rating:

Date On:

Date Off:

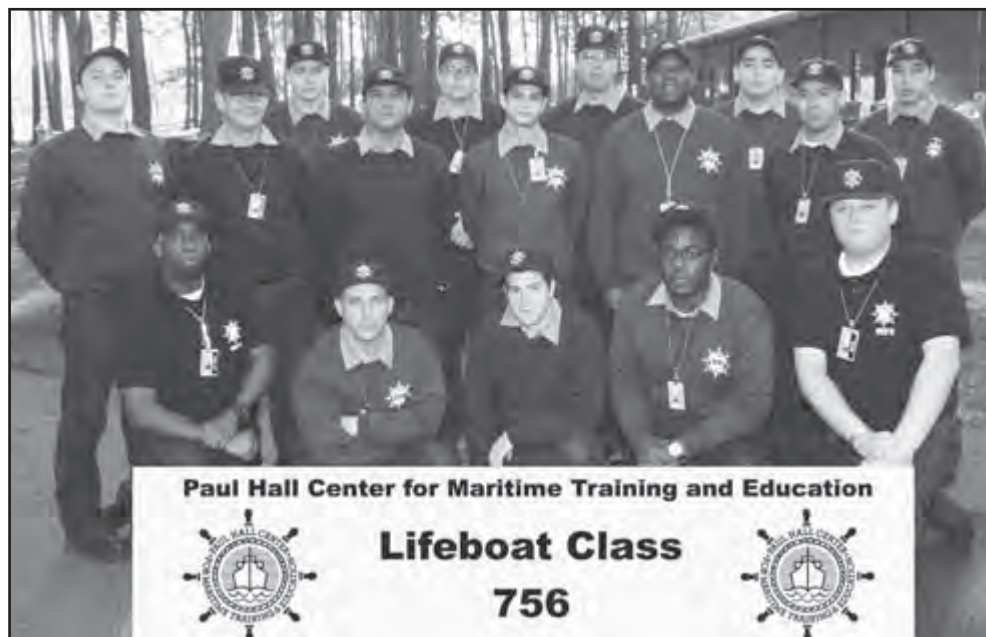
SIGNATURE

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 Lundeborg 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 #756 – Twenty-one individuals (unlicensed apprentices and upgraders) completed this course Feb. 17. Graduating (above, in alphabetical order) were: Pedro Abuda, Rajeh Ahmed, Jose Alicea Sanchez, Nathaniel Balos, Eric Collins Jr., Lawa Dowdell, Elliot Duncan, John Garrett, Dominique Greer, Jonathan Harrell, Mark Maduro, Adele Messina, Paul Nelson, James O'Hara, Robert Resurreccion, Dennis Saggese, Frank Sambula, Julius Sykes, Jessie Ticer, Samuel Tilles and Danylo Zayats. (Note: Not all are pictured.)



Survival Craft/Personal Survival Techniques – Seven upgraders completed their requirements in this course March 2. Graduating (above, in alphabetical order) were: Leonard Anderson, Ronald Derouin, Michael Kolich, Christopher Mathers, Kenneth Mathers, Robbi Purcell and Danny Stropich. Class Instructor Bernabe Pelingon is seated in the vessel at the far left.



ARPA – The following individuals (above, in alphabetical order) completed the enhancement of their skills in this course Feb. 10. Graduating (above, in alphabetical order) were: Tyrone Hernandez, Charles Hosea Jr., Amancio Mendez, Stephen Roell, Kevin Stehlik and Richard Weaver. (Note: Not all are pictured.)



Government Vessels – Sixteen individuals graduated from this course March 2. Those graduating (above, in alphabetical order) were: Harlan Alonzo, Joseph Arigo, Darrol Bates, Lawa Dowdell, Curtis Harris, Timothy Heil, Leola Johnson, Ogden Lee, David McCarthion, Kevin Moore, James Oling, Fidel Pascua, Paul Pitcher, Lamont Surrat, Gemini Tacang and James Watson. Tom Truitt, their instructor, is at the far right.



BAPO – Twenty-three students, including upgraders as well as unlicensed apprentices, completed their training in this course March 2. Finishing their requirements and graduating (above, in alphabetical order) were: John Albritton, Nabil Ali, Majed Alsharif, Lakisha Barnes, Major Brooks, Rodriques Carson, Dwight Cherry, Matthes Curtis, Davis Freitas, Bobbie Gibbs, Evan Hansen, Lucion Liles, Mark Loughman, Do Q. Luong, Trevor Manion, Tremain McCoy, Kyle Pardun, Davon Peterson, James Ross, Fadhel Saleh, Jerry Semper Jr., Michael Souza and Florencio Tindugan. Class Instructor Tim Achorn is at the far right, in the front row. (Note: Not all are pictured.)



Marine Electrician – Six individuals graduated from this course March 2. Completing their requirements (above, in alphabetical order) were: Marion Cruzat, Mohsen Hubair, Kenneth Sumner, Jervona Vorise, Kareim Wright and Joshua Zelinsky. Jay Henderson, their instructor, is at the far left.

BST – The following Seafarers (photo at right, in alphabetical order) upgraded their skills and graduated from this course Feb. 10: Ahmed Ali, Jamie Austria, Darrol Bates, Susano Cortez, Edward Dandy, William Doud, Lydia Dye, Henry Gamp, Paul Gohs, Santos Guity, Sean Hall, Andrew Lukasiewicz, George McAnern, John McCarthy, Sean McCarthy, Timothy McKenna, Fidel Pascua, James Roy, Monassar Saleh, Gary Toomer and Kevin Williams. Class Instructor Ethan Evans is at the far right.



Paul Hall Center Classes



STOS – Sixteen individuals completed their requirements in this course March 2. Those graduating (photo at left, in alphabetical order) were: Patrick Bethel, Richard Brockway, John Cragin, Richard Cristiani, James Dillon, Steven Gagnon, Kevin Gebhard, Carlo Gentile, Priscilla Greene, Frank Jennings, Peter Mertz, Leo Onofrio, Sonny Perez, Christopher Sanicola, Derrick Siefke and Robert Tomo. Stan Beck, their instructor, is at the far left.

Important Notice

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



Medical Care Provider – Six Seafarers completed this course Feb. 10. Graduating (above, in alphabetical order) were: William Davis Jr., Roy Frett, Benjamin Hodge, Anthony Kimbrell, Michael Presser and Victor Quioto. Class Instructor Mike Roberts is at the far left.



Medical Care Provider – The following Seafarers (above, in alphabetical order) enhanced their skills by completing this course Feb. 17: Kevin Carraby, Ruben Haynes, Larry Harewood, Lisa Harewood, Reginald Hunter Sr., Jeffrey Idalski, Michael Lau, Travis Moody, Anthony Thomas and William White. Mark Cates, the class instructor, is at the far right.



Welding – Upgraders Felipe Jimenez (above, left) and Kevin Carraby (above, right) augmented their skills by completing this course Feb. 10. Course Instructor Buzzy Andrews is in the center.



Machinist – Six Seafarers completed their requirements in this course Feb. 10. Those graduating (above, in alphabetical order) were: Michael Blue, Ruben Haynes, Travis Moody, Carmus Peet, Lawrence Todd Jr., and Abner Torres. Their instructor, Steve Haver, is at the far left.



Machinist – Six Seafarers finished this course March 2. Graduating (above, in alphabetical order) were: Alex Amarra, Antoine Best, Mohammed Elazzouzi, Robert Orloff III, Cornelius Smith and Steben Torres. Class Instructor, Steve Haver, is in the center wearing white jacket.



Basic & Advanced Firefighting – Eight upgraders completed the enhancement of their skills in this course Feb. 10. Those graduating (above, in alphabetical order) were: Ashley Carmichael, Larry Harewood, Phillip Harmon, Jeffrey Idalski, Michael Lau, Walter Ritvalsky, Elmer Rochez and William White. Class instructors Joe Zienda and Wayne Johnson are at the far left and far right respectively.



Vessel Security Officer – Upgrader Perry Cubeta (above, right) was the lone graduate of this course which culminated Feb. 9. At left is his instructor, Brad Wheeler.



BST (Hawaii) – The following individuals (above, in no particular order) completed this course March 3 at the Seafarers Training Facility in Barbers Point, Hawaii: Jonathan Harvey, Mark Perkins, Heather Bohn, James Harvey, Patrick McCannon, Milena Mladenova, Jessica Platt, Thavy Van, Samuel Burdick, Holly Canale, Jessica Chapman, India Evans, Paul Guinan, Christopher Hogan, Koral King, David Lewis, Mindy Livesey, Christopher Lyons, Shalena Mumford and Ana Nunes.



Port Agent Hazel Galbiso presents AB Bill Cooley with his full B-book.



Seafarers and members of other MTD-affiliated unions demonstrate in support of the American Postal Workers Union.



Safety Director Warren Asp congratulates ACU Jennifer Reid for receiving her full B-book.

SIU Snapshots from Hawaii

Here are some recent photos of Seafarers aboard ship, at the union hall and demonstrating in support of fellow trade unionists in Hawaii. Additional photos from the Aloha State are posted on the gallery section of seafarers.org.



Chief Steward Karen Fensel
Manukai



AB Roger Tupas
Jean Anne



Chief Cook Romarico Hinayon
Maunawili



Chief Steward Colleen Mast
Matsonia



Chief Cook Efren Ancheta
Jean Anne



ABs Mohamed Mohamed and Ali Quarish
Jean Anne



ACU Nasser Hasson
Manulani