



The

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Seafarers Log

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'We Are One'



Union Members Nationwide Mobilize for Workers' Rights

SIU members and officials mobilized for numerous events across the country that were part of the AFL-CIO's "We Are One" campaign – a grassroots effort aimed at protecting the rights of America's working families. From late March through mid-April, Seafarers joined hundreds of thousands of fellow trade unionists and other supporters at demonstrations in Florida, Texas, Wisconsin, Pennsylvania (photo at left below), Virginia (second photo below, right), Washington State (left) California (immediately below) and elsewhere. Pages 2, 5. (Pictured from left to right in the Virginia photo are AB Julius Morala, SA Chris Carter and SA Merly Ford. Pennsylvania image is an AP photo by Keith Srakocic.)



USNS McLean Christened

The U.S. Navy's newest dry cargo/ammunition ship, the *USNS William McLean* (photo at right), was christened and launched April 16 in San Diego. The vessel's unlicensed slots will be filled by members of the SIU Government Services Division. In photo at near right, guests attending the christening ceremony render honors as the Marine Corps Air Station Miramar Color Guard parades the colors. (U.S. Navy photo by Mass Communication Specialist 2nd Class Alan Gragg) Page 4.



President's Report

More on State-Level Fights

Much has been written and said about the state-level attacks on workers' rights that started earlier this year in Wisconsin and then spread like a fungus to Indiana, Ohio and elsewhere.

But, as hundreds of thousands of union members rallied all across the country, it didn't take long to expose the supposed deficit hawks behind those attacks as hypocrites. Their tactics boil down to nothing more than attempts to cripple public-sector unions. We know these schemes well. Many of the same pundits promoting these new attacks were the same ones calling to eliminate the Jones Act last year, after the Deepwater Horizon explosion.

Wisconsin is an appallingly representative example. As more than one commentator pointed out, that state's governor proposed to fix financial problems that were not caused by workers or their unions, by harshly cutting public employees' pay and killing their collective bargaining rights. If that particular legislative approach initially didn't seem to make sense, things became clearer after the unions agreed to accept pay cuts if they could retain their collective bargaining rights – but the governor was unmoved.

As one political writer put it, the way to break the impasse was to "drop the pretense that this was about the budget. They stripped out all the actual fiscal items from the law and hastily passed a bill that simply went after the unions. This was just the final step in removing any doubt about the true nature of this fight."

That point was backed up – unintentionally, I assume – by the Wisconsin State Senate president, who basically said this was an effort to defund unions and their political and lobbying operations.

Yep, it's all about balancing the budget.

Where the actual financial shortfalls exist, union workers throughout modern history repeatedly have demonstrated a strong willingness to pitch in, to bear some of the burden even though they weren't necessarily to blame in the first place. Along those lines, nowadays we often hear that "everything must be on the table" and "everyone has to sacrifice" if we are to bring down the deficit. But not everything is on the table and not everyone is being asked to sacrifice. Workers' rights, their unions, and time-tested social safety nets are front-and-center in the crosshairs.

At the same time, we get a steady diet of commentary claiming that tax cuts for the rich would be the best way to stimulate job growth. Never mind the fact that there is no credible evidence whatsoever that such cuts lead to job creation. Elected representatives carry on touting this approach as if it would be a nationwide cure-all. Yet the *New York Times* wrote last month in a front-page article that major American companies – in particular General Electric – reported billions in profits, but didn't pay anything – not even a cent – in 2009 income taxes.

The American public has caught on to the latest anti-worker charades, but these fights are far from finished. I commend the Seafarers who've participated in demonstrations all over the country and I urge you to continue answering the call to help stand up for our union brothers and sisters, including our own CIVMARS from the Government Services Division.

I'd also remind everyone that there are still plenty of politicians who understand the true nature and value of organized labor. As Massachusetts Governor Deval Patrick said in a recent letter to state employees there, "Unions are good – and they can be part of the solution. Our public-sector unions have demonstrated over and over again their and your willingness to work with us to build a stronger Commonwealth. From pension reform to transportation and education reform to wage concessions to help us close the budget gap, you and your union leadership have been our partners..."

Those comments hit the mark for unions as a whole. They also underscore the value of electing people who – quite accurately – see us that way.



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Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Assistant Editor, *Paddy Lehane*; Photographer, *Mike Hickey*; Administrative Support, *Misty Dobry*.

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



The Seafarers-crewed *USNS Stockham* is part of a program described by MSC as "an essential element in the U.S. military's readiness strategy."

SIU Retains Jobs on USNS Stockham, USNS Wheat as Maersk Wins Contract

SIU jobs are secure aboard the prepositioning vessels *USNS LCPL Roy M. Wheat* and *USNS GYSGT Fred W. Stockham* following an April 1 announcement by the U.S. Navy's Military Sealift Command (MSC) that Maersk Line, Limited won contracts to operate and maintain those vessels.

If all options are exercised, the contract periods for the *USNS Wheat* and the *USNS Stockham* will extend into 2015.

According to communications from MSC, the *Wheat* is expected to transfer to Maersk around early October, while the *Stockham* is slated to change hands in early July. Both ships already carry SIU crews.

"Maersk Line, Limited's (MLL) support of maritime prepositioning ships goes back to 1983 when we converted five commercial vessels and operated them for 25 years. We're pleased that MSC has recognized the value of our service and has entrusted us with these ships," said Scott Cimring, MLL's senior director of government ship management. "We're ready and excited by the opportunity to continue serving the nation."

Maersk won contracts for these ships and others in May 2010, but a protest was filed shortly thereafter. MSC rebid a total of 10 prepositioning vessels; at press time, the agency hadn't announced the awards for the remaining eight ships (the *USNS 2nd Lt. John P. Bobo*, *USNS Sgt. William R. Button*, *USNS 1st Lt. Jack Lummus*, *USNS PFC Dewayne T.*



SIU members will continue sailing aboard the prepositioning ship *USNS Wheat*.

Williams, *USNS 1st Lt. Balamero Lopez*, *USNS Sgt. Matej Kocak*, *PFC Eugene A. Obregon* and *USNS Maj. Stephen W. Pless*).

According to MSC, the prepositioning program "is an essential element in the U.S. military's readiness strategy. Afloat prepositioning strategically places military equipment and supplies aboard ships located in key ocean areas to ensure rapid availability during a major theater war, a humanitarian operation or other contingency. MSC's 31 prepositioning ships support the Army, Navy, Air Force, Marine Corps and Defense Logistics Agency."

Exclusively civilian-crewed, prepositioning vessels "provide quick and efficient movement of military gear between operating areas without reliance on other nations' transportation networks," MSC pointed out. "These ships give U.S. regional combatant commanders the assurance that they will have what they need to quickly respond in a crisis – anywhere, anytime."

Horizon Lines Attempting to Navigate Financial Struggles

SIU-contracted Horizon Lines is in the midst of financial turbulence, but the company is working to not only stay afloat but also strongly rebound, according to repeated communications from Horizon executives to the union.

"As far as we are concerned, when it comes to the day-to-day operations aboard Horizon ships, it's still business as usual," stated SIU Executive Vice President Augie Tellez. "We are in nearly constant contact with the company and they have made it quite clear that they're committed to working through their issues."

Besides feeling the effects of the recession, Horizon Lines (which has a fleet of 20 U.S.-flag ships) recently agreed to pay a \$45 million fine under the Sherman Act related to certain operations that took place from 2002-2008.

As for the rough economy, Horizon Executive Vice President and Chief Operating Officer Brian W.

Taylor stated, "The fourth-quarter (of 2010) turned out to be very challenging, due to lower-than-anticipated volumes in Hawaii, particularly in the latter months of the quarter, increased fuel prices, continuing rate pressures in Puerto Rico and anticipated start-up costs related to our new China service."

Michael T. Avara, executive vice president and chief financial officer, added, "We expect the seasonal weakness typical in the first quarter to be exaggerated by start-up costs associated with our new China service and the corresponding loss of steady month-to-month revenue from our previous TP1 agreement with Maersk, but we also anticipate improving growth as the year progresses. Our progress in 2011 will continue to be influenced by the pace and breadth of economic recovery in our trade lanes, the success of our start-up in China, and the continued high fuel costs and ongoing pricing pressures in Puerto Rico."



In addition to operating U.S.-flag containerships, the company runs five port terminals linking the continental United States with Alaska, Hawaii, Guam, Micronesia and Puerto Rico.

UN Backs Piracy Courts; SOS Campaign Continues

Recognizing the need for further steps to boost anti-piracy efforts, the United Nations Security Council on April 11 supported the idea of special courts to try suspected pirates both in Somalia and elsewhere in the region.

In a unanimously adopted resolution, the 15-member council, meeting in New York, stressed the need for “a comprehensive response to tackle piracy and its underlying causes by the international community.” The group outlined a wide array of measures to more effectively counter what it described as “the scourge of piracy.”

Meanwhile, the SIU and its rank-and-file membership continued actively supporting the recently launched “Save Our Seafarers” (SOS) campaign – a global effort backed by major maritime organizations from all segments of the industry. Among other components, the campaign includes prominent advertising and a regularly updated web site (www.saverourseafarers.com) featuring the latest piracy news a user-friendly form facilitating contact with politicians whose attention is needed to help fight piracy.

As reported when the movement kicked off in early March, the campaign has six specific goals: reducing the effectiveness of the easily identifiable pirate mother ships; authorizing naval forces to detain pirates and deliver them for prosecution and punishment; fully criminalizing all acts of piracy and intent to commit piracy under national laws in accordance with their mandatory duty to cooperate to suppress piracy under international conventions; increasing naval assets available to fight

piracy; providing greater protection and support for seafarers; and tracing and criminalizing the organizers and financiers behind the criminal networks.

Campaign sponsors include the following organizations, which collectively represent virtually every part of the global maritime industry: International Transport Workers’ Federation (ITF, to which the SIU is affiliated); Baltic and International Maritime Council (BIMCO); International Chamber of Shipping (ICS); International Shipping Federation (ISF); International Association of Dry Cargo Shipowners (Intercargo); and International Association of Independent Tanker Owners (INTER-TANKO).

The aforementioned UN Security Council resolution asked UN Secretary-General Ban Ki-moon to report back within two months on the most effective ways to prosecute suspected pirates. Currently, most of the ones who are captured eventually are released because there isn’t a viable way to put them on trial. The six-page document said the council “decides to urgently consider the establishment of specialized Somali courts to try suspected pirates both in Somalia and in the region, including an extraterritorial Somali specialized anti-piracy court.”

The resolution also called on nations to cooperate on combating hostage-taking and to criminalize piracy under their respective domestic laws. The statement further asked for cooperation from member States to act upon “the need to investigate and prosecute those who illicitly finance, plan, organize, or unlawfully profit from pirate attacks off



UN Security Council members unanimously adopt a resolution calling for stronger steps against piracy.

the Somali coast.”

In its previous resolutions, the council has authorized States and regional organizations to enter Somalia’s territorial waters and use “all necessary means” to fight piracy, such as deploying naval vessels and military aircraft, as well as seizing and disposing of boats, vessels, arms and related equipment used for piracy.

In the text adopted last month, it recognized that the ongoing instability in Somalia is one of the underlying causes of

the problem of piracy and armed robbery at sea off the coast of the Horn of Africa nation.

“Somalia – which has not had a functioning central government since 1991 – has been torn apart by decades of conflict and factional strife, more recently with al-Shabaab Islamic militants,” the UN reported when it announced its most recent anti-piracy declaration. “The country is also facing a dire humanitarian crisis in which 2.4 million people are in need of assistance.”



During a single day in April, 77 members at the hall in Jacksonville, Fla., (photo above) completed the online form at the Save Our Seafarers site. In the photo at right, SIU members at the hall in Honolulu, Hawaii, line up to utilize the SOS web site. Pictured from left to right are Vicente Molina, Ernest Dumont, Elizabeth Tizon, Debra Cannella and Shawn Canon.



Jeffrey Lantz tells the MTD executive board the Coast Guard “is committed to working with labor and we appreciate the help you’ve given us.”

Lantz Gets Nod as U.S. Nominee for IMO Post

Both the U.S. Department of State and the U.S. Coast Guard in late March reported that Jeffrey Lantz is the United States nominee for secretary-general of the International Maritime Organization (IMO). The IMO in June is scheduled to elect a new secretary-general to succeed Efthimios E. Mitropoulos, who has held the position since 2003.

Lantz, the Coast Guard’s director for commercial regulations and standards, recently addressed the executive board of the Maritime Trades Department, AFL-CIO.

In its announcement, the State Department described the U.S. as having “been a key participant in and supporter of the IMO since its establishment in 1948.” Lantz is “uniquely qualified” to serve as secretary-general, according to the department.

The Coast Guard also offered strong support for his nomination,

which is backed by American maritime labor.

“Jeff is one of the Coast Guard’s best senior leaders who has superbly managed commercial maritime regulation with the care and precision it requires,” said Coast Guard Commandant Adm. Bob Papp. “He is a skilled engineer, effective manager and strong negotiator who has demonstrated a keen ability to lead and overcome budgetary and technical challenges over his 36-year career. These strong regulatory and supervisory abilities have enabled him to greatly improve the quality of U.S. commercial shipping. I am absolutely certain he will deliver the same quality and competency if elected as secretary-general of the International Maritime Organization.”

Lantz’s Coast Guard background includes more than 25 years of active duty. Currently, he is responsible for

helping develop U.S. national maritime safety and environmental protection regulations and policies.

He also has long been engaged with IMO issues, and currently serves as head of the U.S. delegation to the organization’s principal technical bodies, the Maritime Safety Committee and the Marine Environment Protection Committee. Lantz also chairs the IMO Council, the organization’s second-highest governing body.

The IMO is a specialized agency of the United Nations, responsible for measures aimed at boosting the safety and security of international shipping and preventing marine pollution from vessels. It is also involved in legal matters, including liability and compensation issues and the facilitation of international maritime traffic. It currently has 169 member states, including the U.S.

USNS William McLean Launched in San Diego

Newest T-AKE Vessel Will Join Government Services Division Fleet

The U.S. Navy launched its newest Lewis and Clark (T-AKE) class ship, the *USNS William McLean*, on April 16 at the General Dynamics NASSCO shipyard in San Diego. The *William McLean* is the 12th of 14 T-AKE dry cargo/ammunition supply ships that are an important component of the SIU-manned Military Sealift Command (MSC) fleet.

The new vessel will be crewed in the unlicensed slots by members of the SIU Government Services Division.

"I am honored to represent then 9,000 men and women of MSC tonight as we christen the 12th dry cargo/ammunition ship to join MSC's fleet," said Rear Adm. Mark H. Buzby, commander, MSC, who delivered the keynote address at the vessel launch. "*USNS William McLean* and her MSC mariners will be indispensable."

The ship's namesake, William Burdette McLean, was a physicist with the Navy who is credited with developing the Sidewinder missile. The Sidewinder missile is one of the most iconic and significant weapons in the Navy's arsenal. It set the standard for heat-seeking, air-to-air missiles, and upgraded and alternative models are still in use today.

McLean started his career testing ordnance equipment at the National Bureau of Standards in Washington, D.C. After the end of World War II, he moved on to the Naval Ordnance Test Station in China Lake, Calif., where he led the project team developing the Sidewinder missile. In 1954, he was appointed technical director of the station and held that position until 1967. He then was promoted to technical director for the U.S. Navy's submarine-warfare research center in San Diego until 1974. McLean passed away in 1976.

More than 1,000 people gathered at the NASSCO shipyard (a union-contracted facility) to witness the nighttime launching of the 689-foot ship. Margaret Taylor, McLean's eldest niece, served as the ship's sponsor and continued a longstanding Navy tradition of christening a vessel by breaking a bottle of champagne on the ship's bow.



The *USNS William McLean* (T-AKE 12) slides into the water for the first time during the ship's launch and christening ceremony April 16 at the General Dynamics NASSCO shipyard in San Diego. (Photo by Sarah E. Burford, Military Sealift Command Pacific)

Construction started on the *William McLean* on March 26, 2010. The vessel is designed for long-range, independent sea travel and has the capacity to carry two helicopters and their crews. The ship can move more than

10,000 tons of food, fuel, ammunition, and other supplies and has the ability to reach speeds of 20 knots.

Following its launch, the *William McLean* is set to undergo sea trials and is expected to be delivered to the Navy for use at full capacity later this year.

According to MSC, T-AKE class ships play various important roles in the agency's mission. Overall, 11 of the 14 vessels are designated to serve as Combat Logistics Force (CLF) ships. CLF vessels play an integral part in the Navy's mission by providing necessary supplies to U.S. ships stationed at sea around the world. The remaining ships will serve in the Maritime Prepositioning Force.

"We at NASSCO are proud of the role the *USNS William McLean* will play in support of the U.S. Navy," said Fred Harris, president of NASSCO and former union mariner. "This ship joins a distinguished tradition of NASSCO-built or modified ships bound for service under the direction of the Navy's Military Sealift Command."

Besides the *McLean*, the current T-AKE ships are the *USNS Lewis and Clark*, *USNS Sacagawea*, *USNS Alan Shepard*, *USNS Richard E. Byrd*, *USNS Robert E. Peary*, *USNS Amelia Earhart*, *USNS Carl Brashear*, *USNS Wally Schirra*, *USNS Matthew Perry*, *USNS Charles Drew*, and *USNS Washington Chambers*. According to MSC, the vessels are "designed and constructed to commercial specifications and standards and certified/classed by the American Bureau of Shipping, United States Coast Guard, and other regulatory bodies."

Members Vote on Extension For Standard Agreements

At the union halls and aboard ships, Seafarers are voting on a proposal to extend the standard freightship and tanker agreements by one year. Voting began at special membership meetings conducted at the halls on April 14 and is continuing on vessels.

Companies covered by the standard contracts include Alaska Tanker Co., Horizon Lines, Interocean American Shipping, OSG Tankers, and Maersk Line, Limited. Collectively, they form the American Maritime Association.

SIU Vice President Contracts George Tricker said that the initial voting was overwhelmingly in favor of extending the standard agreements to June 30, 2012. Originally, the pacts were set to expire June 30 of this

year. However, due to the rocky economy and also in part because of uncertain expenses related to compliance with new health-care regulations, the union recommended the extension.

The tentative memorandum of understanding between the union and the association stipulates that if any company signatory to the standard contracts should, during the course of the proposed extension, agree to any newly negotiated increases in wages, wage-related items or fringe benefits with any other maritime union, then that company agrees to meet with the SIU to negotiate the wages and/or benefit payments made to and on behalf of its unlicensed crew.

U.S. Maritime Industry Rallies to Prevent Larger Cuts to Food Aid

The maritime industry made its presence known in the federal budget fight this past month. As Congress has grappled with how to cut spending and reduce the deficit, one of maritime's key programs – the PL-480 Food for Peace program – came under attack, with opponents proposing an almost \$800 million cut. After a lot of hard work by the SIU and the other seafaring unions, along with SIU-contracted operators and trade associations, the industry was able to halt – at least temporarily – the proposed cuts to the program.

H.R. 1, the first proposed funding bill for the rest of 2011, included a 42 percent cut to the PL-480 program. Because the U.S. currently is in the middle of the funding year, that 42 percent cut would have effectively ended the PL-480 program for the rest of 2011, and would have made it significantly harder to ensure the program was properly funded in next year's federal budget.

Thanks to the effective work of representatives from the SIU, the Seafarers-affiliated American Maritime Officers (AMO), a number of Seafarers-contracted com-

panies and industry trade groups, the final spending bill for 2011 passed with most of the cuts to PL-480 restored. Instead of a proposed 42 percent cut, the program received the same cut as other non-Defense government programs, 11.6 percent.

Given the current climate on Capitol Hill, this was no small achievement, according to SIU Legislative Director Brian W. Schoeneman. He added that while next year's budget has yet to be decided, the battle over Food Aid demonstrates that the SIU and others from the maritime community have the ears of members of Congress who need to know the importance of a U.S.-flag fleet.

Food Aid programs like PL-480 that support the maritime industry are tied directly to merchant mariners and American-flag shipping through cargo preference laws. Cargo preference is a key federal support mechanism for the maritime industry, ensuring that government cargo is moved on American ships with American crews. It's also vital to U.S. economic and national security, by ensuring that American ships have the cargo they need to support

American jobs in peacetime. The various cargo preference laws have created and maintained thousands of middle-class jobs for American workers for more than 100 years.

The PL-480 program is one of the oldest and most widely supported foreign aid programs. Since 1954, it has provided needed food to millions of starving people in Africa and across the globe. Commodities are purchased from American farmers and sent overseas on U.S.-flag ships with American crews, where the grain is distributed to needy people. PL-480 provides jobs at home and goodwill abroad.

While SIU and the rest of the maritime industry were able to hold off substantial cuts to PL-480 in this year's funding bill, Congress will soon be taking up the FY2012 budget and the annual appropriations bills, where the union expects another fight over PL-480. As always, the SIU will remain vigilant in protecting members' job security and the maritime industry in general, and will work with Congress to ensure the maintenance of a strong U.S. Merchant Marine.



Dozens of Seafarers including those pictured above marched on the Washington State Capitol grounds in Olympia.

Labor boasted a strong turnout for the We Are One event in Olympia, Wash.

Union Members Mobilize for 'We Are One'

Seafarers Join Rallies to Defend Workers' Rights

Seafarers from around the country recently participated in an AFL-CIO campaign aimed at drawing attention to the assault on middle class workers and their rights. The "We Are One" campaign brought hundreds of thousands of working people and their supporters together at rallies, teach-ins, speeches and other events throughout the United States and abroad.

The "We Are One" events were based around the anniversary of the assassination of Dr. Martin Luther King Jr. Dr. King, who was gunned down April 4, 1968 in Memphis, Tenn., was supporting sanitation workers in that city who were striking for better pay and working conditions.

Evoking the memory of Dr. King and his efforts on behalf of workers' rights, Seafarers mobilized and called for a halt on the attacks on workers in Wisconsin, Ohio, Florida, Indiana and elsewhere. Many of the demonstrations took place April 4, but there were related rallies in late March and later in April.

On March 26, Seafarers in Los Angeles joined fellow trade unionists and other backers to demand good jobs and to stand with workers in Wisconsin who are suffering from vicious anti-working-family attacks. More than 20,000 people attended the rally, which was called one of the largest in recent memory in the Los Angeles area.

"This is an emergency we have in Wisconsin and across the U.S.," said Mahlon Mitchell, president of the Professional Firefighters of Wisconsin, who travelled to Los Angeles to gather support from workers in California. "This is about an attack on the middle class. We need to reclaim our moral outrage ... because we are in the battle of a lifetime."

SIU members from the Norfolk, Va., area joined rallies conducted by fellow union workers as well. On March 26, workers met in front of the United Brotherhood of Carpenters Local 613 in

Norfolk to voice their opposition to the dangerous attacks on public-sector workers and to stand up for the American middle class.

Maritime workers were represented at an April 1 rally in Waynesburg, Pa., that had more than 5,000 in attendance. The rally, organized by the United Mine Workers of America (UMWA) and supported by the SIU and other labor and community groups, commemorated the life and work of Dr. King and also the lives of mine workers lost on the job.

The moment of silence observed for fallen mine workers hit close to home at this rally. April 5 marked the first anniversary of the Upper Big Branch mine disaster. The disaster took the lives of 29 non-union workers in what has since been deemed an accident that could have been prevented with proper enforcement of safety regulations by the company, Massey Energy.

The speakers reminded the attendees that what's happening to public-sector workers in Wisconsin has lasting and dangerous implications for workers everywhere and in all sectors.

"I got news for you," said Cecil Roberts, president of the UMWA. "Today it's the public employees, tomorrow it's the steelworkers. Tomorrow it's the autoworkers. Tomorrow it's the coal miners. Now is the time to stand up and fight back."

On April 8, some three-dozen Seafarers marched on the grounds of the Washington State Capitol in Olympia, Wash., along with an estimated 12,000 fellow union members and other supporters. It was believed to have been the largest rally in that state in at least a decade.

"Seafarers understand the slogan, 'An injury to one is an injury to all.' They understand that the plight of the public-sector employees is not separate from their own," said SIU Tacoma Port Agent



Holding signs promoting workers' rights, SIU members from the Tacoma, Wash., hall team up with fellow trade unionists.

Joe Vincenzo. "They further understand that the political agenda set to bust unions is not simply ideological but all too real. It's about bread and butter."

Before the We Are One campaign had been announced, Seafarers in Wisconsin and Texas also took part in demonstrations for public-sector workers.

Collectively, the events have created an atmosphere of excitement and hope for the future, despite the gravity of the situation in Wisconsin and elsewhere, according to the AFL-CIO.

Richard Trumka, president of the labor

federation, believes that leaders in Washington will begin to take notice of the power of the working class united in solidarity and will take a pro-working family stance on issues now and in the years to come.

"This is a spontaneous, bottom-up, grassroots movement, and it is truly a wonder," Trumka said. "Anybody who has been to any of these states can tell you that the energy of the protesters is infectious and their solidarity and commitment are inspiring. This has all the makings of a powerful, lasting political movement."



Thousands gather in Los Angeles to stand up for fellow workers from Wisconsin and elsewhere.



Port Agent Georg Kenny (holding Equality For All sign) and Recertified Steward John Reid (first white cap on the right) help carry the union message in Norfolk, Va.



Besides Seafarers, members from the IBEW, ILA, UA and other unions took part in the rally in Norfolk, Va.

New GMDSS Equipment Provides Enhanced Training

The SIU-affiliated Paul Hall Center in Piney Point, Md., has obtained some new and exciting equipment designed to keep students up to speed with ever-changing maritime safety technology. The equipment is utilized in the Global Marine Distress Safety System (GMDSS) course.

The new gear is the latest and the best available, according to school officials, and will help provide mariners who take the GMDSS course at the school with an enhanced opportunity to learn. The equipment, procured from the Transas Group, is the same used at the U.S. Merchant Marine Academy at Kings Point.

It's a requirement for any navigational watch officer operating vessels over 300 gross tons on international voyages or passenger vessels with more than six passengers to be GMDSS certified, as stipulated by the International Maritime Organization. GMDSS certification is a must for many mariners looking to advance their careers, and also is important because of its potential use in case of an emergency.

"It's an essential and useful tool," says AB **Sam Lloyd**. "ABs that are trained in GMDSS could help save lives. More people trained in GMDSS and the better it's operated can only help get out a distress

signal if necessary."

The equipment provides students with an opportunity to diversify their knowledge of many different brands of GMDSS systems. Because of the advanced technology, students can simulate making distress calls on virtually any brand of GMDSS system. This knowledge presents definite benefits, not only for unlicensed crew members looking to advance their careers, but also for all aboard a vessel because of the related increased safety.

The GMDSS certification class is a two-week, 70-hour course and is described by many as one of the more challenging and rewarding classes available at the Paul Hall Center. Lloyd quickly learned that passing would be no easy feat.

"The instructor was very knowledgeable in training us, but it was a very intense class," said Lloyd, who is trying to become a mate. "You need to study and work hard if you want to pass."

The importance of GMDSS certification for career advancement cannot be stated enough, according to class instructor **Brad Wheeler**.

"Officers in charge of navigational watch need to know this," Wheeler said. "They (Seafarers) are not going to be able to sail on any of our ships as a mate with-



Students in the Paul Hall Center's GMDSS class take advantage of the school's modern equipment.

out being GMDSS certified."

Paul Hall Center Director of Training J.C. Wiegman added, "With this and other state-of-the-art equipment here at the school and some of the best instructors in

the business, upgraders taking GMDSS have opportunities in front of them to continue living up to their reputation as the hardest-working and best-trained merchant mariner in the world."



SIU VP Gulf Coast Dean Corgey and Texas State Rep. Ana Hernandez took part in the parade March 26.



U.S. Rep. Gene Green (D-Texas) (eighth from left) is pictured with SIU participants in the parade honoring Cesar Chavez, including VP Gulf Coast Dean Corgey, Port Agent Mike Russo and members Manuel Pena, Oscar Lacayo, Tino Guity, German Guevarra, Manuel Martinez, Donald Clotter, Alfrancis Bauzon, Andy Beach, Juan Marin, Mario Romero, Ismael Castillo, Luis Ruiz and Felipe Nunez.



Joining the festivities in memory of Cesar Chavez were SIU VP Gulf Coast Dean Corgey (right) and Texas State Rep. Armando Walle.

Active in the Port of Houston

Seafarers and SIU officials recently participated in a parade honoring the legacy of the late United Farm Workers President and civil-rights activist Cesar Chavez. Days later, Seafarers demonstrated in support of local janitors who are members of the Service Employees International Union.



Port Agent Mike Russo (right in photo above) shows his support for fellow union members. In photo above at right, Safety Director Brian Kinard (center) helps drum up support for union workers, as did SIU ITF Representative Shwe Aung and Seafarer Joe Zavala.



Seafarer Earns Horizon Safety Award

SA Mohamed N. Omar (left, with Chief Mate Doug Nemeth) recently was recognized as the "Safety Sailor" of the month, as part of an ongoing Horizon Lines program. He received a \$50 gift card for his safety contributions aboard the *Horizon Enterprise*, according to Ron Radicali, the vessel's master. Radicali said Omar, who has completed safety classes at the SIU-affiliated Paul Hall Center in Piney Point, Md., was nominated by Recertified Steward Bill Bryley "for his outstanding work ethic and diligence towards maintaining a safe work environment. He was observed on more than one occasion taking the initiative to remedy potentially unsafe hazards before others noticed, and before being instructed to do so. This proactive approach and his positive disposition truly make him a role model."



Stewards Capitalize on Upgrading Opportunities

Six Seafarers Complete Recertification Course at Paul Hall Center

Six SIU members, each of whom sails in the steward department, recently realized the most significant upgrading achievement to date in their respective careers when they graduated from the steward recertification course at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Considered the highest training available to union steward department personnel, the three-week steward recertification curriculum encompasses hands-on training, classroom instruction and meetings with representatives from different departments of the SIU and the Seafarers Plans. Among the course's components are ServSafe, which focuses on safe and sanitary galley operations; first aid and CPR; galley fire fighting; leadership and management skills; computer training; nutrition; and communications.

Graduating from the most recent class and receiving their credentials April 4 during the union's monthly membership meeting in Piney Point were Stewards **Samuel Harris, John Huyett, Roslyn Johnson, Kenneth McHellen, Osvaldo Ramos** and **Ahmed Sharif**. In keeping with a long-standing custom, each of the new recertified stewards addressed union officials, fellow upgraders, unlicensed apprentices and guests who attended the meeting.

Johnson was the first to address the audience. A Seafarer since 1989, she sails out of the port of Norfolk, Va., and has upgraded at the Southern Maryland-based campus on five previous occasions. Johnson told those in attendance that her experiences at Piney Point have provided her a wonderful past and present and a future that she will always embrace and be eternally grateful for.

"I think that the SIU saved my life," Johnson said as she reflected back on a very difficult period of her life before joining the union. "I had gone through a horrible divorce, had lost everything, was flat broke, had no home ... no money ... and no husband. I was hurt, lost and very confused."

At that point, Johnson said, she discovered the union and the myriad of opportunities it offered. Not long thereafter she made her life-altering decision to join the SIU. And from that point on, her life began changing for the better. "I love myself some SIU," she said.

"I have learned that there is a bigger picture behind the picture that most of us



SIU officials joined the recertified stewards in the Paul Hall Center's auditorium following the membership meeting for the photo above. Kneeling from left to right are John Huyett, Ahmed Sharif and Recertified Bosun Rafael Clemente (husband of Roslyn Johnson). Standing are VP Government Services Kermet Mangram, Kenneth McHellen, Osvaldo Ramos, VP Atlantic Coast Joseph Soresi, Executive VP Augie Tellez, Samuel Harris, Roslyn Johnson, President Michael Sacco, VP Contracts George Tricker and Secretary-Treasurer David Heindel.

see when we think about the union," she said. "The SIU is constantly growing, moving forward and doing everything possible to provide quality jobs for its membership. All of our leadership here on the dais—President Sacco and the remainder of our team—are doing a wonderful job on our behalf and we owe them our thanks and continued support."

Johnson then expressed her appreciation to a number of individuals who in her words never lost faith and confidence in her throughout the years. Singled out were union officials and staff members at the port of Norfolk, Va., including SIU Vice President Government Services Kermet Mangram, Port Agent Georg Kenny and Safety Director Sam Spain. "They always believed in me as a person and provided me with encouragement," Johnson said.

She also articulated her gratitude to members of the steward department at the school and the Piney Point staff for the tremendous learning experience she had during her recertification training. "I learned a great deal while here thanks to our instructors and staff," she said. "I look forward to taking it back to the ships and using it to help my fellow brothers and sisters."

Addressing the trainees and upgraders, Johnson championed perseverance. "Whatever your future is in this business, don't ever give up because it will pay off," she said. "This (the school) is the best opportunity that you could possibly have. I encourage each of you to take full advantage of it and allow it to help you develop and realize your goals. And if you do that, there's no doubt that you will be successful."

Sharif was next to take the podium. He hails from the port of Seattle and joined the SIU in 1982. After greeting members of the dais and his rank-and-file brothers and sisters, Sharif talked about the road he traveled en route to becoming an SIU member.

"I was with the United Auto Workers in 1970 and after being laid off went to California and worked on the farms," he said. "I worked there for a couple of days and met some of the United Farm Workers organizers who offered me a position as a translator."

"There were a lot of Arab workers there

at the time and very few spoke English," Sharif continued. "At the time, I was young and had few real responsibilities, so I accepted the work."

Sharif said he remained in California for a significant period of time, all the while learning more about the labor movement, meeting prominent organizers including United Farm Workers founder the late Cesar Chavez, and organizing workers himself. It was all very gratifying to him, yet Sharif felt he was missing something.

"So I joined the SIU in 1982," he said. "I am a second-generation sailor and I got my start as crew messman. Two years later I came to Piney Point for the first time to upgrade to third cook, second cook and baker."

Several years later, Sharif again returned to the school to enhance his skills as a chief cook, certified chief cook and steward. "This is my fifth time here," he told the audience, "and now I am finally a recertified steward."

Reflecting on his latest upgrading experience, Sharif said that some of the recertification course's most useful instruction involved the ServSafe module. "The ServSafe training was very helpful to me," he said. "It helped me gain a better understanding of my job on the ship and how to

do it in a safe way. I recommend that this course be taken by everyone who sails in the steward department."

"I would like to thank everyone who made this possible for me, especially President Sacco, Executive Vice President (Augie) Tellez, Secretary-Treasurer (David) Heindel and Vice President Contracts (George) Tricker," Sharif continued. "I am also grateful to the all of the instructors as well as the ladies at headquarters for all of the information they presented. The staff here at the school also worked very hard to keep things running smoothly."

Sharif concluded his remarks by telling the trainees to work hard and strive to be good role models for the union when they graduate and go aboard ships.

McHellen, whose home port is Jacksonville, Fla., signed on with the SIU in 1985. Since becoming a union member, he has upgraded his skills on one previous occasion at Piney Point. He described the steward recertification class as "a very good and informative experience."

Prior to coming back to the union-affiliated maritime training facility, McHellen said he had mixed feelings about the

See *Stewards*, Page 20



Roslyn Johnson delivered a highly emotional speech to the membership. Johnson was the first of the union's newest recertified stewards to address the audience.



VP George Tricker (right) spent time with the stewards during the days leading up to their graduation. In photo above Tricker speaks to (from left to right) to Samuel Harris, John Huyett, Roslyn Johnson and Osvaldo Ramos.

Longtime MTD/SIU Official Pecquex Retires

N.Y. Native 'Devoted His Entire Life to the Labor Movement'

Frank Pecquex, executive secretary-treasurer for the Maritime Trades Department (MTD) and longtime SIU employee, has announced his retirement after decades of service to workers in the maritime industry. Pecquex has held his position since 1993 and has worked with the MTD (a constitutional department of the AFL-CIO) and the SIU since the late 1960s.

"Frank devoted his entire life to the labor movement," said SIU President Michael Sacco, who is also the MTD president. "He developed better implementation of MTD policy through state federations, port councils, and the AFL-CIO at large. He's had a long and truly distinguished career with both the SIU and the MTD. We owe him a lot. Frank will be sorely missed and I wish him the very best in his retirement."

Pecquex, a New York native, began his life in the labor movement as a Greyhound ticket-taker at the World's Fair grounds in 1964. He joined the Amalgamated Transit Union that year. He also worked at an A&P bakery during his teenage years and was a member of the Bakery, Confectionery, Tobacco Workers and Grain Millers International Union. Pecquex went on to graduate from St. John's University in Queens, N.Y. with a master's degree in history.

His career with the SIU began in October 1967 at the then-headquarters building in Brooklyn, N.Y. It was there that he met his wife, Linda, a secretary for former SIU President Paul Hall. They married in 1973.

He started his career as a researcher, then moved on to administrative work, and then to organizing. Pecquex also worked in the manpower department, where he formulated a plan to encourage and facilitate continuing education and upgrading for Seafarers. Under Pecquex's plan, Seafarers with sufficient seafaring time were now able to upgrade and to sail in different departments. In addition, many others were encouraged and able to get their General Equivalency Diploma (GED) at the Paul Hall Center (then known as the Seafarers Harry Lundeberg School) in Piney Point, Md.

In 1980, Pecquex was asked to join the SIU and MTD legislative teams in Washington, D.C., where he worked on boosting awareness and spreading the message of the importance of the U.S.-flag fleet. In 1985, Pecquex was named legislative director of the MTD, in addition to holding the same position at the SIU. In 1991, he was promoted again, this time as the MTD administrator. Two years later, Pecquex was named to the executive secretary-treasurer's office, where he remained until this year.

"In retrospect, I'm amazed that at whatever level I toiled over the years, the union's leadership had a singular purpose: to

protect and expand its members' job security," said Pecquex. "Whether promoting vocational training courses, lobbying the White House and the Congress, or developing a strong partnership with military leaders, the SIU was second to none in advancing the message that the American maritime industry, in all of its component parts, remains vital to the nation's economic health and strategic security."

Pecquex is credited with revamping the MTD and bringing its operations into a new, progressive age. In addition to strengthening the MTD's internal relations, such as increased communication and collective action between the port councils and affiliates, Pecquex also helped amplify the MTD's profile within the AFL-CIO as well as on Capitol Hill.

"Under Frank's guidance, the MTD has not only grown significantly in membership but also on the political level," said Michel Desjardins, president of the Seafarers International Union of Canada and a member of the MTD Executive Board. "Governors, members of Congress, and others trust and support Frank's ideas. He is a force to be reckoned with."

Pecquex was also behind the transition of communications mediums from print-based to web-based. This type of ingenuity is one of many examples of Pecquex's contributions to the progress of the labor movement, the maritime industry, and its workers, according to those who worked most closely with him.

Pecquex noted that things have changed throughout the years in the political realm for America's maritime industry, but that the future remains bright.

"Over the last two decades, things have changed significantly," he observed. "Few legislators have military experience and, thus, have little personal connection to the industry's logistical role in providing materiel for American troops deployed around the world. Today, the domestic industry has developed a strong relationship with those who understand the need for a viable U.S.-flag merchant fleet: America's military leaders. Working hand-in-hand with the armed forces logistics commands, we have successfully advanced support within the White House and Congress for essential maritime operations, like the Maritime Security Program."

Pecquex is succeeded as executive secretary-treasurer by Daniel Duncan, a longtime SIU and MTD employee in his own right. Duncan had this to say about his predecessor: "Frank is truly one of those wonderful people you get to meet in the union movement. He is a wealth of information about labor and the maritime industry. I have had the honor of knowing him and working with him starting in 1989 when I was transferred to SIU headquarters. He was the union's legislative director and I got to watch him fight for our members in the halls of Congress



Frank Pecquex addresses delegates and guests at the most recent MTD convention, which took place in September 2009 in Pittsburgh.

when I was working for the LOG. After coming to the MTD in 2000, I got to know him better by working with him daily."

Duncan continued, "He is known and respected within the maritime industry – not just in Washington, but throughout the country. Frank is a Seafarer through-and-through, and he has a heart bigger than any thousand-footer we crew on the Lakes. In becoming the new MTD executive secretary-treasurer, I know I won't replace Frank. I just hope to live up to his ideals."

Coming as no surprise to those who know him, Pecquex plans to keep busy. He wants to pursue his interest in photography and anticipates adding to his collection of vinyl records.

"I also plan on traveling with Linda, my wife of 37 years, and spoiling my granddaughters, Katherine and Victoria," said Pecquex.

Maritime Community Conducts 40th Anniversary Observance Of Texaco Oklahoma Sinking

NMU Tanker Sank in Atlantic in 1971, Claiming 31 Lives

The 40th anniversary observance of the sinking of the National Maritime Union - crewed *SS Texaco Oklahoma* took place March 25 in Port Arthur, Texas.

Thirty-one mariners perished aboard the U.S.-flag vessel during the early morning

hours of March 27, 1971 when she unexpectedly was struck by a massive wave some 120 miles northeast of Cape Hatteras, N.C. The *Texaco Oklahoma* at the time was laden with a full load of fuel oil and steaming from Port Arthur to Boston. She broke up and sank as a result of the wave's impact, carrying 31 of the 44 person crew down with her to a watery grave.

Co-hosted by the Apostleship of the Sea (AOS)-Diocese of Beaumont and the Port Arthur International Seafarers Center, the observance had a threefold purpose, according to Father **Sinclair Oubre**, AOS Diocesan director (and SIU member):

- To honor the 44 crew members—many from the southwest Texas area—who were part of the vessel's ill-fated voyage

- Recall the incident that brought about the disaster, and

- Reflect on how the loss of the *Texaco Oklahoma* changed safety requirements in maritime transportation.

The event consisted of two segments and attracted survivors, family members, representatives from the maritime community and citizens from the local area. The opening portion featured a somber memorial tribute at the Seamen's Memorial Sundial which among other components included the reading of the names of the 31 mariners who perished during the sinking, the names of those who survived the disaster but have since passed away and a wreath-laying ceremony. Segment two was a maritime safety symposium which featured two groups of speakers.

Those appearing in the first group were survivors and family members of survivors who recounted their personal struggles and shared stories about their now departed loved



Participants in the first panel of speakers during the maritime safety memorial included the last three survivors from the *SS Texaco Oklahoma*, the son of the vessel's chief engineer, and the permanent first mate who was on vacation at the time when the tanker sank. From left to right in the photo above are: 3rd Pumpman Willie Jacquet, Wiper Estes Toson, 3rd Assistant Engineer Clyde Michael Bandy, Rick Koenig (son of late Chief Engineer Joseph Koeing), and Capt. Roland Respass, *Texaco Oklahoma* Permanent Chief Mate.

ones during those fateful hours in the Atlantic. Estes Toson, Willie Jacquet, Clyde Bandy, Capt. Roland Respass and Rick Koenig were featured on this panel. Toson, Jacquet and Bandy were aboard the *Texaco Oklahoma's* stern section when she went down; Respass was the permanent chief mate, and was on vacation when the vessel sank; and Koenig is the son of the late Joseph Koeing, who was Chief Engineer aboard the *Oklahoma* when she sank.

The second panel, composed of representatives from the U.S. Maritime Administration, the U.S. Coast Guard and Texaco Maritime, discussed how the industry and government responded to the tragedy. This group also elaborated on the lessons learned during the disaster that would make the shipping industry safer for future mariners.

The panel included Capt. James Gaffney, former president and chief operating officer of Texaco Marine Services Inc. in Port Arthur; and U.S. Coast Guard Lt. j.g. Kyle Carter. The lieutenant serves as marine inspector and Outer Continental Shelf inspections branch chief for the Marine Safety Unit, Port of Port Arthur.

The observance concluded with a keynote address by John Cullather, who formerly headed the Democratic Staff Committee on Coast Guard and Maritime Transportation.

During his tenure in that position, Cullather helped develop and compose a host of modern U.S. maritime laws. Included in this list are the Coast Guard Authorization Acts of 1981, '91, '96, '98, 2004, 2006, and 2010, the Oil Pollution Act of 1990, and the Maritime Pollution Prevention Act of 2008.



Fr. Sinclair Oubre, SIU AB and Catholic port chaplain for Port Arthur and Beaumont, leads family members and friends in prayer during the 40th Anniversary Observance of the Sinking of the *SS Texaco Oklahoma*. The sundial memorial, where the service was held, was constructed as a perpetual memorial to the *Texaco Oklahoma*.

Snapshots from Oakland



OMU Si Hughes (center) and AB Manuel Davis (right) are sworn in to full B-book seniority by SIU Asst. VP Nick Celona.



SIU members aboard the *Horizon Falcon* during a recent voyage included (from left) Bosun Gerry Gianan, AB Roberto Flauta, Steward/Baker Tamara Houston and Chief Cook Subagio Wibisono.



Patrolman Nick Marrone II (right) greets AB Jeffrey Amestoy, who recently picked up his full B-seniority book.



Helping keep fellow mariners well-fed aboard the *Mahimahi* are ACU Hilario David (left) and Chief Cook Mercurion Abuan.



Oiler David Bustos (right) receives his full B-seniority book as SIU Asst. VP Nick Celona administers the union oath.



Pictured aboard the *APL Korea* are (from left) Recertified Steward Thomas Barrett, Chief Cook James Boss and ACU Joel Ababa.



AB Arnie Borja (right) is congratulated by Patrolman Nick Marrone II upon receiving his full A-seniority book.



Chief Steward Marvin James (left) and Chief Cook James Watson are pictured aboard the *MV TSGT John A. Chapman* March 21 in Concord, Calif.



Among the members of the unlicensed crew aboard the *MV TSGT John A. Chapman* are (left to right) AB John McCormick, AB Albert Bharrat, GSTU Nagi Obad, AB Michael Nee, GUDE Osamah Saleh, Bosun Fareed Khan, Chief Cook James Watson, AB Donald Lucas and Chief Steward Marvin James.

With Seafarers in Baltimore



Bosun John Mendez (left), Port Agent Elizabeth Brown and Bosun Tom Moore pause for this snapshot aboard the *SS Wright*.



Chief Steward Sean Noel Richard works on lunch for the crew aboard the *USNS Fisher*.

MSC Recognizes CIVMARS for Food Service Excellence

CIVMARS from three SIU Government Services Division vessels recently were recognized by the U.S. Military Sealift Command (MSC) for helping keep fellow mariners happily well-fed.

The agency in early April presented its annual David M. Cook Food Service Excellence awards to the dry cargo/ammunition ships *USNS Wally Schirra* and *USNS Richard E. Byrd* and the fleet ocean tug *USNS Catawba* at the International Food Service Executives Association's Joint Military Awards Ceremony in Schaumburg, Ill.

MSC Commander Rear Adm. Mark H. Buzby attended the event and presented the awards during a ceremony with more than 600 attendees, including mariners, commanding officers, food service directors, command representatives and food management team members from the U.S. Army, Military Sealift Command and other components of the U.S. Navy.

MSC's food service excellence awards are presented in three categories: East Coast large ship (*Schirra*), West Coast large ship (*Byrd*) and overall small ship (*Catawba*).

Representing their vessels at the ceremony were Chief Steward **Wojciech Wiatrowski** from the *Schirra* and Supply Officer **Christopher Jenkins** and Chief Steward **Tito Farrales** from the *Byrd*. According to the agency, due to critical mission requirements, the *Catawba* (also a winner in 2010) was unable to send a representative.

"When I told the crew [that we won], all I could hear were shouts of joy," said Wiatrowski. "Each one of us was just a link in a chain. It was a team effort."

The *Byrd's* food service team was equally excited to receive the honor. "The staff worked hard for the award and were jubilant when I told them they won," said Jenkins. "It was a great team effort with everyone pitching in."



Rear Adm. Mark Buzby (center), MSC commander, presents a food service award to Chief Steward Wojciech Wiatrowski (right), from the *USNS Wally Schirra*. Jim Thomas (left), MSFSC logistics director, was on hand to assist with the presentation. (U.S. Navy Photos by Bill Cook, Military Sealift Fleet Support Command)



Rear Adm. Buzby (center) recognizes two of the mariners from the *USNS Richard E. Byrd*, who represented fellow steward-department crew members at the ceremony. Supply Officer Christopher Jenkins is pictured at left, joined by Chief Steward Tito Farrales.

Buzby said he "commends all of the food service personnel who participated in this year's awards program. Your exceptional efforts keep morale and quality of life at peak levels and contribute to our daily mission success around the world."

According to Roberta Jio, chief of MSC's food service policy and procedures and the person in charge of the awards, "All of MSC's ships provide outstanding cuisine and customer care.

But among those that competed for the award this year, these three winners are the cream of the crop and worthy of this recognition."

The award is named for the late Capt. David M. Cook, MSC's director of logistics from 1995 to 1998. He launched a focused effort to improve all aspects of the food service operations aboard MSC vessels, according to the agency.

ANNUAL FUNDING NOTICE MCS SUPPLEMENTARY PENSION PLAN

Introduction

This notice includes important funding information about your pension plan ("the Plan"). This notice also provides a summary of federal rules governing multiemployer plans in reorganization and insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning January 1, 2010 and ending December 31, 2010 (referred to hereafter as "Plan Year").

Funded Percentage

The funded percentage of a plan is a measure of how well that plan is funded. This percentage is obtained by dividing the Plan's assets by its liabilities on the valuation date for the plan year. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the Plan Year and 2 preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

Valuation Date	2010 January 1, 2010	2009 January 1, 2009	2008 January 1, 2008
Funded Percentage	142.91%	143.43%	151.11%
Value of Assets	\$6,813,528	\$7,140,845	\$7,954,211
Value of Liabilities	\$4,767,618	\$4,978,794	\$5,263,805

Fair Market Value of Assets

Asset values in the chart above are actuarial values, not market values. Market values tend to show a clearer picture of a plan's funded status as of a given point in time. However, because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values for funding purposes. While actuarial values fluctuate less than market values, they are estimates. As of December 31, 2010, the unaudited fair market value of the Plan's assets was \$7,015,411. As of December 31, 2009, the fair market value of the Plan's assets was \$7,048,783. As of December 31, 2008, the fair market value of the Plan's assets was \$7,035,140.

The December 31, 2010 fair value of assets disclosed above is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress

Participant Information

The total number of participants in the plan as of the Plan's valuation date was 850. Of this number, 262 were active participants, 478 were retired or separated from service and receiving benefits, and 110 were retired or separated from service and entitled to future benefits.

Funding & Investment Policies

The law requires that every pension plan have a procedure for establishing a funding policy to carry out the plan objectives. A funding policy relates to the level of contributions needed to pay for benefits promised under the plan currently and over the years. The funding policy of the Plan is to make contributions in accordance with the existing Collective Bargaining Agreement, but in no event less than the minimum amount annually as required by law.

Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries. Specific investments are made in accordance with the Plan's investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries who are responsible for plan investments with guidelines or general instructions concerning various types or categories of investment management decisions. The investment policy of the Plan is to provide a source of retirement income for its participants and beneficiaries while attaining an annual investment return of 6%. To preserve capital, some of the assets are invested in a general account with Connecticut General Life Insurance Company that pays a guaranteed rate of interest each year. Approximately 40% of the remainder of the Plan's assets is invested in equity securities with the balance invested in fixed income securities.

In accordance with the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Interest-bearing cash	3.41%
2. U.S. Government securities	20.48%
3. Corporate debt instruments (other than employer securities):	
Preferred	16.21%
All other	0
4. Corporate stocks (other than employer securities):	
Preferred	0
All other	24.72%
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	0
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	0
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	0
14. Value of funds held in insurance co. general account (unallocated contracts)	35.04
15. Employer-related investments:	
Employer Securities	0

Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	.14%

Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in "endangered" status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in "critical" status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

The Plan was not in endangered or critical status in the Plan Year.

Right to Request a Copy of the Annual Report

A pension plan is required to file with the U.S. Department of Labor an annual report (i.e., Form 5500) containing financial and other information about the plan. Copies of the annual report are available from the U.S. Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. Or, you may obtain a copy of the Plan's annual report by making a written request to the plan administrator.

Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months). If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The law requires the plan to furnish this notification to each contributing employer and the labor organization.

Despite the special plan reorganization rules, a plan in reorganization nevertheless could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for the plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available financial resources. If such resources are not enough to pay benefits at a level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC, by law, will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notification of the insolvency to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected as a result of the insolvency, including loss of a lump sum option. This information will be provided for each year the plan is insolvent.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only vested benefits are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under the plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee pre-retirement death benefits to a spouse or beneficiary (e.g., a qualified pre-retirement survivor annuity) if the participant dies after the plan terminates, benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

Where to Get More Information

For more information about this notice, you may contact the office of the Plan Administrator at: Margaret Bowen, Plan Administrator, at 301-899-0675, or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, Maryland 20746

For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 51-6097856. For more information about the PBGC and benefit guarantees, go to PBGC's website, www.pbgc.gov.

Annual Funding Notice - Seafarers Pension Plan

Introduction

This notice includes important information about the funding status of your pension plan (“the Plan”) and general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation (“PBGC”), a federal insurance agency. All traditional pension plans (called “defined benefit pension plans”) must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is for the plan year beginning January 1, 2010 and ending December 31, 2010 (“Plan Year”).

How Well Funded Is Your Plan

Under federal law, the plan must report how well it is funded by using a measure called the “funded percentage.” This percentage is obtained by dividing the Plan’s assets by its liabilities on the Valuation Date for the plan year. In general, the higher the percentage, the better funded the plan. Your Plan’s funded percentage for the Plan Year and each of the two preceding plan years is set forth in the chart below, along with a statement of the value of the Plan’s assets and liabilities for the same period.

	Funded Percentage		
	2010	2009	2008
Valuation Date	January 1, 2010	January 1, 2009	January 1, 2008
Funded Percentage	110.1	106.1	121.7
Value of Assets	\$910,293,605	\$798,341,351	\$700,766,846
Value of Liabilities	\$826,992,528	\$752,536,506	\$575,915,644

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date for the plan year and are actuarial values. Because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values that are designed to smooth out those fluctuations for funding purposes. The asset values below are market values and are measured as of the last day of the plan year, rather than as of the Valuation Date. Substituting the market value of assets for the actuarial value used in the above chart would show a clearer picture of a plan’s funded status as of the Valuation Date. The fair market value of the Plan’s assets as of the last day of the Plan Year and each of the two preceding plan years is shown in the following table (2010 is not audited):

	December 31, 2010	December 31, 2009	December 31, 2008
Fair Market Value of Assets	\$1,010,000,000	\$910,293,605	\$798,341,351

Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in “endangered” status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in “critical” status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

The Plan was not in endangered or critical status in the Plan Year.

Participant Information

The total number of participants in the Plan as of the Plan’s valuation date was 22,329. Of this number, 8,250 were active participants, 9,128 were retired or separated from service and receiving benefits, and 4,951 were retired or separated from service and entitled to future benefits.

Funding & Investment Policies

Every pension plan must have a procedure for establishing a funding policy to carry out plan objectives. A funding policy relates to the level of assets needed to pay for benefits promised under the plan currently and over the years. The funding policy of the Plan is to provide benefits from contributions by signatory employers under the terms of collective bargaining agreements between the Seafarers International Union, Atlantic, Gulf and Pacific Districts and the employers. The Plan may receive the portion of the employers’ contributions made to the Seafarers Health and Benefits Plan which the Trustees determine is necessary to provide for pension benefits based on the recommendation of the Plan’s Actuary.

Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries, who make specific investments in accordance with the Plan’s investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries that are responsible for plan investments with guidelines or general instructions concerning investment management decisions.

The investment policy of the Seafarers Pension Plan is primarily a balanced portfolio of equity, fixed income, and cash equivalent securities.

Equities consist of common stocks, preferred stocks, and convertible securities. The total equity exposure for the total managed account should not exceed 55% for a prolonged period of time.

The portfolios are diversified into 10 or 15 industry sectors and hold in excess of 50 individual issues. No issue exceeds 3.5% of the portfolio at cost.

The fixed income portion of the portfolio consists of:

- U.S. Government and Agency Securities
- Commercial Paper
- Corporate Bonds
- Traditional Non-High Leverage
- Mortgage and Asset backed Securities

These securities must be rated Investment Grade at time of purchase.

Under the Plan’s investment policy, the Plan’s assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest-bearing and non-interest bearing)	6
2. U.S. Government securities	26
3. Corporate debt instruments (other than employer securities):	
Preferred	16
All other	0
4. Corporate stocks (other than employer securities):	
Preferred	0
Common	39

5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	1
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	6
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	6
14. Value of funds held in insurance co. general account (unallocated contracts)	0
15. Employer-related investments:	
Employer Securities	0
Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

For information about the plan’s investment in any of the following type of investments as described in the chart above – common/collective trusts, pooled separate accounts, master trust investment accounts, or 103-12 investment entities, contact: Margaret Bowen, Plan Administrator, at 301-899-0675, or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, Maryland 20746.

Right to Request a Copy of the Annual Report

A pension plan is required to file with the US Department of Labor an annual report called the Form 5500 that contains financial and other information about the plan. Copies of the annual report are available from the US Department of Labor, Employee Benefits Security Administration’s Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. For 2009 and subsequent plan years, you may obtain an electronic copy of the plan’s annual report by going to www.efast.dol.gov and using the Form 5500 search function. Or you may obtain a copy of the Plan’s annual report by making a written request to the plan administrator. Individual information, such as the amount of your accrued benefit under the plan, is not contained in the annual report. If you are seeking information regarding your benefits under the plan, contact the plan administrator identified below under “Where To Get More Information.”

Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. The plan administrator is required by law to include a summary of these rules in the annual funding notice. Under so-called “plan reorganization rules,” a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC’s guarantee (generally, benefits that have been in effect for less than 60 months).

If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The plan is required to furnish this notification to each contributing employer and the labor organization.

Despite these special plan reorganization rules, a plan in reorganization could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan’s available resources. If such resources are not enough to pay benefits at the level specified by law (see “Benefit Payments Guaranteed by the PBGC”, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan’s financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option. This information will be provided for each year the plan is insolvent.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that can not be forfeited (called vested benefits) are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan’s monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC’s maximum guarantee, therefore, is \$35.75 per month times a participant’s years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant’s years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant’s guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant’s guaranteed monthly benefit would be \$177.50 (\$17.75 x 10). The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In calculating a person’s monthly payment, the PBGC will disregard any benefit increases that were made under the plan within 60 months before the earlier of the plan’s termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee pre-retirement death benefits to a spouse or beneficiary (e.g., a qualified pre-retirement survivor annuity) if the participant dies after the plan terminates, benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

Where to Get More Information

For more information about this notice, you may contact the Board of Trustees, or: Margaret Bowen, Plan Administrator, at 301-899-0675, or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746.

For identification purposes, the official plan number is 001 and the plan sponsor’s employer identification number or “EIN” is 13-6100329 for Seafarers Pension Plan. For more information about the PBGC, go to PBGC’s website, www.pbgc.gov.

IMPORTANT NOTE - YOUR BENEFITS HAVE NOT CHANGED

Funding Relief Notice to Participants

Name of Plan: Seafarers Pension Plan
Taxpayer Identification Number: 13-6100329
Plan Number: 001
Plan Sponsor: Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

The Pension Relief Act of 2010 was passed by Congress to alleviate some of the funding obligations imposed by the Pension Protection Act of 2006. Most pension plans experienced financial difficulty due to the recent economic recession. The Pension Relief Act provides several funding

options that a plan can implement to ease the losses experienced during calendar years 2008 and/or 2009.

After due consideration, the Board of Trustees of the Seafarers Pension Plan have elected to take advantage of the special amortization rule. This rule will allow the Plan to extend the amortization period up to 29 years to spread out the net investment losses experienced by the Plan during 2008. (Normally, the amortization period is 15 years). Applying this rule will decrease the statutory minimum funding requirement that is taken into consideration when negotiating employer contributions. This may also have an

effect on the Plan’s zone status under the Pension Protection Act in future years. In order to take advantage of this extended amortization period, the Plan will not be permitted to increase benefits during the next two plan years unless the increase is funded by additional contributions and the current funded percentage and projected funding reserve (credit balance) is maintained after the benefit increase. The Plan is allowed to opt-out of this relief in the future.

If you need any additional information, contact Margaret R. Bowen, Plan Administrator, 5201 Auth Way, Camp Springs, Md., 207460-4275.



The *MV Freedom* docks in Jacksonville.



Chief Engineer Bruce Carter
Asst. VP Archie Ware



AB Charles Booher
Asst. VP Archie Ware

Around the Port Of Jacksonville

These recent photos were submitted by SIU officials who are based at the union hall in Jacksonville, Fla. They show Seafarers aboard the American Roll-On/Roll-Off Carrier vessel *Freedom* and the Sea Star Line ship *El Faro*; several newly retired members; and a cookout hosted at the hall.



Asst. VP Archie Ware
AB Rodney Roberson, *El Faro*



SA Emmanuel Matias, Safety Director Ashley Nelson, Chief Cook Manuel Daguio, STOS Vicente Mansilungan



AB Benny Bess
Safety Director Ashley Nelson



Recertified Bosun Arthur Cross
MV Freedom



STOS Rudy Jackson
MV Freedom



Chief Electrician Frank Bakun
Patrolman Brian Guiry



Patrolman Brian Guiry
Chief Engineer Steven Williams



AB Carson Jordan, Patrolman Brian Guiry

Steady Progress Continues in CMPI Talks

CIVMARS Assist in Key Government Services Division Negotiations

The SIU Government Services Division, the U.S. Military Sealift Command (MSC) and the Military Sealift Fleet Support Command (MSFSC) are continuing negotiations on the Civilian Marine Personnel Instruction (CMPI) 610. The negotiations started in January 2010 and most recently continued in early April in Washington, D.C.

The January 2011 negotiating session took place at SIU headquarters in Camp Springs, Md. Having finished the general provisions in the previous session, the parties turned their attention to the deck department work rules. The negotiating teams made great progress in January as several deck department work rules were streamlined and clarified. The parties also were able to satisfy their goal of drafting

several concise work rules that apply equally to both coasts such as port security/safety watches, fleet support vessels and authorization of premium pay.

The February negotiating session was conducted at the Federal Mediation and Conciliation Service (FMCS) in Washington, D.C. The parties addressed the remaining deck department work rules for both coasts and drafted a number of comprehensive provisions that apply to all CIVMARS. The new provisions cover various premium pay topics such as "dirty work" and tank cleaning. The negotiating teams also revisited and updated some previously drafted provisions to ensure consistency and clarity with other new provisions.

The March session was devoted entire-

ly to the premium pay provisions and work rules related to the engine department. The parties were assisted by two unlicensed CIVMARS who are both experienced members of the engine department: West Coast CIVMAR **Floyd Fullilove** and East Coast CIVMAR **Greg Woods**. These subject-matter experts provided support and valuable technical expertise throughout the week.

Union negotiators for the March session were SIU Government Services Division Assistant Vice President Chet Wheeler, SIU Counsel Deborah Kleinberg and SIU Associate Counsel Jon Madden.

Among the topics discussed and negotiated during the March session were movement of ships' stores as it relates to the engine department, welding and lathe work, engine department painting, installing or removing equipment, sanitary work while on watch, and refrigeration engineers. The parties also revised previous general provisions to add language applicable to engine department personnel.

Fullilove described his participation at the negotiations as "eye-opening." He said that attendance at the negotiations provided him with an education about the negotiation process and the large amount of work that goes into this type of bargaining project.

He added, "Seeing the amount of passion that the union officials showed at the meetings to make sure the interests the unlicensed CIVMARS were protected inspired me to get more involved with the union, and to be better-educated about shipboard conditions and CIVMAR rights."

Woods said he enjoyed his time at SIU headquarters and that working at the negotiations was very informative. He noted that the interest-based bargaining process was a helpful and effective method to ensure that "everyone in the room negotiated from an equal basis."

Woods said he felt comfortable "speaking up" about the issues which were discussed at the table. He further stated that he learned in these negotiations and in other areas the union fights hard to make sure that CIVMARS get

what they deserve under the work rules and in other aspects of their careers as MSC employees. He is interested in learning more about the union's work and passing along what he has learned to other CIVMARS.

Wheeler and Kleinberg agreed that the union and all engine department CIVMARS benefited greatly from the presence and contributions of Fullilove and Woods. The members' expertise was extremely helpful to the negotiation process, they stated, and the mariners effectively represented the interests and concerns about the engine room working conditions. Their input made it easier for negotiators to understand the demands on the unlicensed CIVMARS aboard vessels throughout MSC's fleet and develop premium pay work rules which will be more easily and effectively used on all ships, Wheeler and Kleinberg said.

The April meeting conducted from April 11-14 focused on the supply department. A full article regarding the April session will appear in a future issue of the *LOG*.

As previously reported, these negotiations are intended to ensure that the new CMPI 610 will be as clearly written as possible and, as a result, will be applied consistently on all vessels throughout the fleet. Along with uniformity and clarity in the revised document, the union is focused on ensuring that as work rules are modified, the overtime and penalty wages of CIVMARS are protected to the greatest possible extent. All consensus agreements will be reviewed at the end of the negotiations to determine if, as a result of any changes, CIVMARS have experienced more than a minor negative impact. The rules will also be reviewed to ensure that CIVMARS have not experienced an unintended gain.

The parties have also agreed to conduct an economic modeling after the new CMPI 610 has been completed to make sure that MSC meets its goal of staying within or very close to its current premium pay budget and to ensure that CIVMARS will not experience a significant change in their current rate of premium pay compensation.



SIU President Michael Sacco (left) and Rear Adm. Mark Buzby, MSC commander, take part in the second meeting conducted under the Obama Administration's executive order titled "Creating Labor-Management Forums To Improve Delivery of Government Services." (This was a separate meeting from the recent CMPI talks.)



The SIU on April 7 hosted the latest installment of the twice-yearly meeting of U.S. maritime union officials and MSC officers and representatives. Many of the participants are pictured in the photo at left. They discussed a wide range of topics affecting MSC and CIVMARS. Separately, among those negotiating on the union's behalf (photo above) during the March CMPI session were (from left) Associate Counsel Jon Madden, CIVMAR Floyd Fullilove, Asst. VP Chet Wheeler and CIVMAR Greg Woods.

CIVMARS On USNS Byrd Deliver

These U.S. Navy photos were taken in mid-April in the Pacific Ocean. In image at far right, a CIVMAR assigned to the Seafarers-crewed dry cargo and ammunition ship *USNS Richard E. Byrd* (T-AKE 4) connects pallets to an SA-330 Puma helicopter during a replenishment at sea with the Nimitz-class aircraft carrier *USS Ronald Reagan*. In the other photo, the Arleigh Burke-class guided-missile cruiser *USS Preble* approaches the *Byrd*'s port side during the replenishment. (Photo at far right by Mass Communication Specialist 3rd Class Shawn J. Stewart; other image by Mass Communication Specialist 2nd Class Matthew Jackson)



Editor's note: This is the sixth installment in a series written by Edward T. Woods, a U.S. Merchant Marine veteran of World War II who sailed in the engine and steward departments. Previous entries were published off and on beginning with the September 2010 edition of the LOG. Approximately three more chapters will follow in upcoming issues. Now 83 years old, Woods was 16 when he shipped out aboard the S/S Horseshoe in 1944. The most recent installment of his story (published in the March edition) ended in late December 1945, after Woods had returned to New York following a voyage to Okinawa.

Christmas week 1945, I went down to the offices of War Emergency Tankers, Inc. (Its acronym was pronounced WET INK.) I had worked for WET INK during the war, when it was under the control of the U.S. Navy. I was able to get a berth on another tanker, the *SS Wheeler Hills*, and on New Year's Eve, I sailed out of New York and continued to go to sea for three more years. I added more ports of calls to the list of countries I have visited.

While aboard the *Wheeler Hills* I made trips to Texas, Massachusetts and the ABC islands. One day, I went ashore in Port Aransas, Texas, with a friend, and stopped at a Mom and Pop store at the end of the pier. We bought a few postcards and some candy and paid an old woman sitting by a cash drawer for the items. As we were leaving, we heard the old woman call out, "You all come back." The two of us were startled by what we took to be a command. We went back and asked her what was wrong. The poor old lady had no idea what we were talking about. It was then that I learned the expression was used widely and often in the South and was a friendly way of saying goodbye, see you again. It was the first time I had heard the expression.

The next day, we decided to take a walk into town. There were no buses or streetcars in these small Texas towns and walking was second nature to us. On our way, a small car pulled alongside and the driver asked if we were heading for town and, if so, would we like a ride. Well, we thought, what a nice, friendly gesture, and climbed into the car. A few minutes later when we arrived in the little town the driver said, "That will be two dollars each." We asked in amazement, "What for?" We were told that taxis cost money and we shouldn't expect to ride free. The town probably had one policeman and he was standing nearby watching us get out of the car. We paid the man the money. Later that afternoon, we hired a cab to take us back after asking the cost. It was about the same, four dollars. However, on the way to the pier, the driver stopped at a signpost and blew his horn. Out came an old man who looked inside the car and said that will be fifteen cents each. We painfully asked, "What for?" The reply came quickly, "This is a private road and I'm entitled to charge a passenger toll."

Since that time, I have had other unusual experiences while traveling and each time that I thought I was being made a dupe, I would think of the many occasions that I heard someone say that New Yorkers were a bunch of crooks, etc. "Those New Yorkers, they'll try to sell you the Brooklyn Bridge." Maybe so, but New Yorkers can learn a lot about shakedowns from some of our more rural folks.

My last port of call with the *Wheeler Hills* was Mobile, Alabama, where our ship was added to the mothball fleet. These ships, especially the tankers that were taken out of service, were soon sold to foreign businessmen. They registered the ships under foreign flags and manned them with foreign crews. A savings to them, but a big loss to the United States, as the number of ships in our merchant fleet was reduced considerably. Investors such as the Greek, Aristotle Onassis, and his family bought many of the tankers. Onassis became one of the wealthiest men in the world. His money from buying, selling and transporting oil enabled him to court and wed President Kennedy's widow, Jackie.

I flew home to New York from Mobile on May 8, 1946, my first ride in an airplane. It was a surplus Air Force plane and had not been fitted to carry passengers. It still had the bucket seats that provided space for a parachute when I tried to sit down. In addition, the passenger areas were not heated and there were no snacks or beverages available. We stopped to refuel in Charlotte, North Carolina, where most of the cold and nauseous passengers got off and stayed. It was a most uncomfortable flight. These surplus planes had been purchased by former Air Force pilots and, while they didn't offer any of the conveniences we enjoy on today's planes, they did offer cheap fares. They were called non-scheduled airlines and were eventually put out of business by the government for safety reasons. I was satisfied with my first flight – it only cost fifty dollars and I was home in New York the following day. Hey, I was only 18 years old, optimistic and easily pleased.

In June 1946, I obtained a berth on the *United States Army Transport (USAT) General Richardson*, an Army troop carrier. We departed New York, crossed the Atlantic Ocean and entered the fabled Mediterranean Sea. It was a beautiful, calm afternoon as we passed through the Strait of Gibraltar and I could clearly see Spain and the British Colony of Gibraltar off our port side and Morocco on the continent of Africa off the starboard. It was a wish come true. Our port of call was Leghorn, Italy, on the famous Arno River.

I was pleased when one of my mates, who was fluent in Italian and had lived in Italy as a boy, invited me to go ashore with him to enjoy the sights. The first item on our agenda was a visit to the Leaning Tower of Pisa. We hitchhiked a ride on a U.S. Army truck from Leghorn to Pisa and upon our arrival at the historical site, found ourselves to be

the only visitors. As we climbed the spiral staircase leading to the top, I was almost overcome by the stench of urine. I could never understand how anyone would use the famous site as a latrine.

On the top of the Tower is a set of huge bells. It took a few minutes for the two of us to get one of the heavy bells to ring. Eventually, however, we got a number of the big bells to sound off. Very soon, two Italian policemen appeared and reprimanded us. My buddy, doing the translation, said the police told him the bells were only to be rung in times of emergency. Since we were Americans, they were obliged to ignore the infraction, especially after we gave them some good old American cigarettes.

On the ground, we located a small café and I had my first local spaghetti. The pasta was brown and did not look appealing with the red tomato sauce on top of it. I then learned that flour is naturally brown and is bleached to make

The Ed Woods Story – A Teenager In World War II



Woods is pictured in Bremen, Germany, in early 1946.

it white, such as we use it in the USA.

Hostilities had ended and a cease-fire had been signed but World War II would not be officially over until December 1946. In Leghorn, there was a German Prisoner of War camp filled with hundreds of German SS soldiers. Inside the camp, all activity was supervised by German officers. I went to view the entrance to it and talked with the American soldiers guarding the camp. I was told that no one in his right mind would enter the camp as the SS troops were considered diehards, having sworn to die for Hitler and the Fatherland. Food and other necessary supplies were left at the entrance gate for distribution to the prisoners by the German officers. I was given to understand that the prisoners would not be released and returned home until a formal peace treaty was signed.

Near the camp was an American PX, a service store. We stopped in for a Coke and saw that it had a barbershop operated by elderly German prisoners. We took advantage of an offer to have a haircut and a shave for about 25 cents. The barber was about 60 years old and told me he had been drafted in Germany near the end of the war and sent here to Italy. The allies didn't consider him or the other older prisoners to be a threat, and certainly not in the same dangerous category as the SS troops. The older prisoners were used for menial tasks around the American bases. As he was shaving me with a straight razor, I kept thinking that it was only a short time ago that he and his comrades would have been pleased to blow me and my ship out of the water and slice

my neck open if given the chance. I paid him for his service with a few cigarettes. At the end of the war in Europe, few people wanted cash! There was little to buy with paper money, whether it was the local currency or the script used by the occupying forces. Cigarettes were used extensively in the black market and bartered for food and other necessities.

To this day, I regret not going further up the Arno River to the city of Florence. Regrettably, at 18 I had little interest in the arts and no one to encourage me to appreciate the educational value of visiting world-famous museums. My Italian-American buddy only wanted to see how many local Italian clubs we could visit and pass ourselves off as Italians. He told me just to nod my head when questioned or spoken to and he would handle the conversation. We achieved entry to what appeared to be a first-class "Italian only" club and were soon enjoying glasses of the local wine. Alas, it didn't last; Americans look American. Our haircuts, our clothes and our mannerisms gave us away and we were politely escorted out. We tried to enter a few other clubs without success.

One morning while in Leghorn, I took a leisurely walk by myself into town and stopped at a typical piazza. I overheard and saw a young American soldier arguing with a group of very young Italian kids. I went over to the group and listened to what was taking place. It seems the soldier was trying to sell the kids a carton of American cigarettes and was asking far more than they could afford. I was in civilian clothes so he had no idea who I was or what I represented. The soldier did not know any Italian and the kids understood only a few English words.

In broken English and with a phony Italian accent, I asked what was going on. The GI understood my broken English but the kids were at a loss as to what I was saying, but I could see that they knew I was not an Italian. I told the young soldier that he was in serious trouble for attempting to deal in the black market so brazenly with children. I said that I would need to do something about this illegal activity. I was still talking in what I considered made-up broken Italian, as the kids just stared at me without an inkling of what I was saying. The soldier became alarmed at what I told him and offered to give the kids a free carton of cigarettes if I would forget what had taken place. I agreed and never saw such a happy group of kids as they walked away with their treasure.

My Italian-American shipmate came back to the ship one day and said he had arranged for us to dine in what had been the very best restaurant in all Italy. He added, "Well anyway, the best in Leghorn." It would cost each of us a full carton of cigarettes, the equivalent of about \$1,000 in Italian Lire. This was not a problem, as we had plenty of cigarettes. At sea, I could buy all the cigarettes I wanted for 60 cents a carton in the ship's slop chest. My friend said we were scheduled to meet a local guide who would lead us to the fabled restaurant. A group of about eight of us decided to participate in this novel adventure. The guide led us through bombed-out buildings, back alleys and cellar doors until we reached a building with a beautiful ornate doorway. Our guide knocked on the door and it was opened by an elaborately dressed doorman who greeted and invited us inside.

As I entered, I could see that the premises had not been subject to the ravages of war such as had most of the buildings in the city. The restaurant was luxuriously decorated. In addition, the furnishings appeared to be of the highest quality. My Italian friend ordered the food for our party and we enjoyed numerous courses of delicious and well-prepared food together with a variety of wines. The dessert was brought to our table on carts for us to consider and select. This cart service was a first for me, although today it is routine in many restaurants.

From there, it was back to New York with a full passenger load of U.S. Army soldiers returning home following their victory in Europe. As we entered New York Bay and neared the Statue of Liberty, two soldiers actually jumped overboard. The harbor tugs that were standing nearby to take us to our disembarking pier managed to pluck them out of the water. We heard the two of them had been in every invasion from North Africa to Sicily to Italy. It was said they were gamblers, had amassed a lot of money and expected to come back to the States very rich men. However, they were involved in some heavy card and dice games during this voyage home and had lost all of their money and now, broke and seeing the famous statue, they went berserk.

My next trip on the *Richardson* took me to Bremerhaven, Germany. The port was not damaged as much as I expected, but when I visited nearby Bremen, a much bigger city, the destruction of the buildings appeared to be total. Allied bombing had done its job! I was surprised then and again later at my next visit to Germany at the cleanliness of the roadways and remaining sidewalks. The roads had been swept clean and were in stark contrast to the piles of rubble where buildings had once stood. Movement about town and sightseeing were at a minimum due to the limitations enforced by the occupying powers, both British and American. I did manage to see some U-boats in their pens and I later wrote a short story about this visit.

My son Warren is the collections manager at the Historic New Orleans Collection. He is also our self-appointed family historian and a dedicated collector of memorabilia. He asked me to put in writing whatever information I could remember about the Nazi flag I brought home from Germany in early 1946. The flag is now in his possession after being stored away with other souvenirs for the past 65 years.

Seafarers Health and Benefits Plan Notice of Privacy Practices Available

The Seafarers Health and Benefits Plan is committed to protecting the privacy of your health information. The Plan will only disclose protected health information when it is necessary for medical treatment, payment of claims or normal health care operations. Aside from these necessary disclosures, the Plan will not provide your health information to another person (including a member of your family) unless you specifically authorize the Plan to do so, or the Plan is required to disclose the information by law. The Plan will disclose your information if it receives a subpoena which specifically requests health information.

If you would like a copy of the Plan’s Notice of Privacy Practices, which provides detailed information about the Plan’s policies concerning protected health information, you may request a copy by writing to: Privacy Officer, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746

Personal

Peter McGurgan wants to locate anyone who sailed with his late brother, Stephen McGurgan, from the late 1970s to the mid 1980s. If you sailed with Brother McGurgan during this period (or know of someone who did), please contact Peter at 860-276-0209.

June & July 2011 Membership Meetings

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

* Piney Point change created by Independence Day holiday

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

ATTENTION: SEAFARERS Be Sure To Make Yourself A Note...



Contribute To The Seafarers Political Action Donation (SPAD)

Dispatchers’ Report for Deep Sea

March 16, 2011 - April 15, 2011										
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	12	5	0	18	6	0	0	13	14	3
Anchorage	0	4	1	1	2	0	3	2	7	1
Baltimore	6	6	0	7	2	1	2	7	14	1
Fort Lauderdale	19	8	3	15	8	1	6	30	18	4
Guam	5	5	0	2	4	0	0	7	8	0
Honolulu	6	3	0	2	2	0	0	17	10	1
Houston	43	23	2	35	18	1	19	92	41	4
Jacksonville	25	20	1	15	9	1	5	58	45	4
Joliet	6	4	1	7	3	0	0	5	7	2
Mobile	8	6	0	6	5	0	1	17	13	2
New Orleans	10	6	0	12	4	1	3	21	13	2
New York	40	29	3	37	12	0	16	69	39	5
Norfolk	15	24	7	13	20	4	7	30	42	7
Oakland	31	18	1	24	7	0	15	57	26	3
Philadelphia	6	7	1	8	8	1	5	7	7	0
Piney Point	1	2	9	2	0	3	0	1	1	4
Puerto Rico	9	12	1	7	2	0	3	13	19	2
Seattle	43	19	4	28	12	2	16	69	36	8
St. Louis	3	3	0	0	2	0	0	4	5	0
Wilmington	31	19	6	20	15	2	13	60	45	9
TOTALS	319	223	40	259	141	17	114	579	410	62
Engine Department										
Algonac	3	3	1	6	4	0	1	3	5	1
Anchorage	0	0	0	0	1	0	0	1	1	0
Baltimore	5	7	0	3	3	0	0	9	12	0
Fort Lauderdale	6	8	0	2	3	0	0	16	10	0
Guam	4	3	0	3	1	0	1	4	1	0
Honolulu	7	6	1	6	3	1	1	20	6	1
Houston	8	18	0	12	9	0	5	30	28	0
Jacksonville	19	23	0	10	8	0	5	37	38	0
Joliet	1	0	0	2	0	0	0	2	1	1
Mobile	13	4	1	5	1	1	0	18	7	0
New Orleans	6	3	2	4	2	0	0	12	6	2
New York	12	14	1	7	4	0	4	28	26	5
Norfolk	10	19	1	7	6	0	0	13	39	3
Oakland	10	8	0	6	5	1	3	21	17	1
Philadelphia	3	3	0	5	1	0	2	5	3	0
Piney Point	0	4	0	2	3	0	0	1	3	0
Puerto Rico	4	8	0	2	4	0	1	5	15	0
Seattle	12	14	0	11	9	0	4	18	26	0
St. Louis	2	2	1	2	1	0	0	2	3	1
Wilmington	9	9	2	8	7	0	5	17	25	2
TOTALS	134	156	10	103	75	3	32	262	272	17
Steward Department										
Algonac	2	2	0	2	6	0	2	5	4	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	5	2	0	5	0	0	1	7	2	0
Fort Lauderdale	9	2	1	9	3	0	3	12	7	1
Guam	0	3	1	1	1	0	0	0	4	2
Honolulu	10	2	1	11	4	0	5	13	4	1
Houston	24	6	0	14	3	0	2	34	11	0
Jacksonville	24	9	0	12	6	0	4	32	8	0
Joliet	1	3	0	1	2	0	0	1	3	0
Mobile	4	5	0	8	4	0	2	7	3	0
New Orleans	5	2	0	4	1	0	1	7	3	0
New York	18	2	0	16	2	0	7	40	7	0
Norfolk	9	9	3	6	11	2	2	26	17	1
Oakland	30	2	0	13	2	0	6	43	6	2
Philadelphia	1	0	0	2	1	0	2	3	0	0
Piney Point	3	0	0	1	0	0	1	4	2	0
Puerto Rico	5	0	1	0	0	0	0	6	1	1
Seattle	22	3	0	19	3	0	9	30	9	0
St. Louis	1	1	0	0	1	0	0	1	2	0
Wilmington	21	3	0	15	1	0	6	41	4	0
TOTALS	194	56	7	139	51	2	53	312	97	8
Entry Department										
Algonac	2	3	6	1	1	3	0	2	18	25
Anchorage	0	1	0	0	1	0	0	0	2	1
Baltimore	1	4	1	0	3	1	3	1	3	4
Fort Lauderdale	0	8	2	0	7	3	2	0	13	10
Guam	0	1	0	0	2	0	0	0	3	1
Honolulu	3	7	1	2	3	3	0	7	13	7
Houston	2	18	2	3	9	1	0	8	34	10
Jacksonville	4	17	16	2	7	10	2	4	38	23
Joliet	0	5	3	0	4	1	0	0	1	3
Mobile	0	3	2	1	1	1	0	1	8	7
New Orleans	1	3	6	0	0	1	0	2	8	9
New York	8	41	4	2	22	3	1	10	85	10
Norfolk	0	19	16	0	17	1	1	0	35	41
Oakland	5	10	5	4	6	2	3	4	25	16
Philadelphia	0	0	1	0	0	1	0	0	1	4
Piney Point	0	8	28	0	8	22	1	0	4	9
Puerto Rico	0	1	0	1	0	0	0	2	2	0
Seattle	8	9	6	6	8	3	5	6	21	9
St. Louis	0	4	0	0	3	0	0	0	4	0
Wilmington	6	19	8	1	10	4	2	14	48	15
TOTALS	40	181	107	23	112	60	20	61	366	204
GRAND TOTAL:	687	616	164	524	379	82	219	1,214	1,145	291

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 upgraders at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

What are some of the things you enjoy about your job?

Juan F. Poblete
SA

There are a lot of things I like about my job. I like the money, the vacation



time, and I like the opportunities. You have the opportunity to go to school for free, which is great. I'm very proud to be an SIU member.

Roy Saranthus
Engineer

There's always something different to do. I'm always working on different stuff. My days are never routine. It's also exciting working on the



river, docking ships, getting boats back out without any damage. It's hardly ever boring. And I also like the time off.

Ray Adams
AB

I just like the job in general, and Crowley is a good place to work. I've been in the SIU almost four years



and in the industry for almost seven years. Being where I'm from (Lake Charles, La.), I see the difference a union makes. I've seen non-union people get laid off for what seems like no reason. A union means job security that can't be taken from you.

You have a contract to back you up, and that's what I like the most.

Johney August
AB

I get to see the world and meet different people, explore their cultures and how they live, which helps



me get a better view. And I make a good living doing it. I've been doing this for 23 years, and the experiences I've had with fellow shipmates – the camaraderie – also sticks out to me.

Danny Mayfield
Engineer

I've been sailing for seven years with Crescent Towing and I really like the people. We

try to make the best of it. We work seven (days) on and seven off. I've stuck with it for the money.

Marguerite Diggs
SA

I like travelling, and this is a very good way to make a living.



I've been in the industry for about five years and I've stayed because you can have a job any time you're ready to work. We have job security.



Pic-From-The-Past



This photo was published in the Dec. 12, 1952 edition of the LOG. It shows Waterman Port Steward Matt Brown (second from right) checking off a list of items for the freighter *La Salle* that were delivered in New York by Sea Chest representatives John Cole (right) and Pete Bush.

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

DAREN FABEL

Brother Daren Fabel, 65, started sailing with the NMU in 1993. He worked as a member of the steward department. In 2007, Brother Fabel upgraded at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He most recently shipped aboard the *Cape Diamond*. Brother Fabel calls Goldsboro, N.C., home.



MARK FLORES

Brother Mark Flores, 63, began sailing with the union in 1978, originally on the *Mount Explorer*. He attended classes on numerous occasions at the Piney Point school. Brother Flores was a member of the steward department. He last worked aboard the *Coast Range*. Brother Flores resides in Houston.



HECTOR FREDERICK

Brother Hector Frederick, 66, became an SIU member in 1986. His initial voyage was on the *Sugar Islander*; his last was aboard the *Overseas Luxmar*. Brother Frederick sailed in the engine department. He enhanced his skills on two occasions at the union-affiliated school in Piney Point, Md. Brother Frederick lives in Houston.



CARLOS GONZALES

Brother Carlos Gonzales, 63, signed on with the NMU in 1994. He was born in Nicaragua and worked in the steward department. Brother Gonzales's final trip to sea was on the *Maersk Arkansas*. He went to the Paul Hall Center in 2000 to upgrade his seafaring abilities. Brother Gonzales is a resident of Jackson Heights, N.Y.



ALTHALO HENTON

Brother Althalo Henton, 63, joined the NMU in 1993. He was born in Houston. In 2000 and 2003, Brother Henton took advantage of educational opportunities available at the SIU-affiliated school in Maryland. He sailed in the deck department. Brother Henton most recently worked aboard the *Charleston Express*. He continues to make his home in his native state.



CLIFFORD LACON

Brother Clifford Lacon, 72, started sailing with the union in 2001. The deck department member last shipped on the *Maersk Kentucky*. Brother Lacon calls Mechanicsville, Va., home.



CHRISTOPHER POPE

Brother Christopher Pope, 59, donned the NMU colors in 1993. He sailed with Keystone Shipping for the duration of his career aboard vessels such as the *Fredericksburg* and the *Keystone Texas*. Brother Pope was a member of the deck department. He resides in Grafton, N.H.

JEFFERY SAXON

Brother Jeffery Saxon, 65, became a Seafarer in 1964 while in the port of Mobile. His first ship was the *Monticello*. Brother Saxon was born in Alabama and worked in the deck department. He last sailed aboard a Sulphur Carriers Inc. vessel. Brother Saxon lives in Theodore, Ala.

MUCKBIL SHAIBI

Brother Muckbil Shaibi, 68, was born in Yemen. He started his career with the SIU in 1978. Brother Shaibi was originally employed on the *Del Uruguay*. The steward department member enhanced his skills on two occasions at the Piney Point school. Brother Shaibi's final voyage was aboard the *Horizon Eagle*. He settled in San Francisco.



INLAND

DANNIE CARD

Brother Dannie Card, 65, joined the union in 1972. He initially worked with Interstate Oil Transportation Company. Brother Card was born in Delaware. He last went to sea on a Moran Towing of Philadelphia vessel. Brother Card is a resident of Millsboro, Del.



JOSEPH EVERETT

Brother Joseph Everett, 62, is a Virginia native. He began shipping with the SIU in 1973 while in the port of Norfolk, Va. Brother Everett first sailed aboard an Allied Transportation Company vessel. His final trip was with McAllister Towing of Virginia. Brother Everett now makes his home in South Mills, N.C.

ASHBY FURLOUGH

Brother Ashby Furlough, 63, became an SIU member in 1969. He first sailed on a Steuart

Transportation Company vessel. Brother Furlough worked in both the engine and deck departments. He attended classes often at the Paul Hall Center. Brother Furlough most recently shipped with Penn Maritime Inc. He calls Washington, N.C., home.



STEPHEN HACKNEY

Brother Stephen Hackney, 56, was born in Philadelphia. He signed on with the union in 1976 while in Piney Point, Md. Brother Hackney was originally employed with Interstate Oil Transportation Company. The deck department member enhanced his skills on two occasions at the Piney Point school. Brother Hackney last sailed aboard a Penn Maritime Inc. vessel. He continues to reside in Philadelphia.

GERALD SIMPSON

Brother Gerald Simpson, 57, donned the SIU colors in 1979. He first worked with Crowley Puerto Rico Services Inc. Brother Simpson was a member

of the engine department. His final trip was on a vessel operated by Crowley Towing of Jacksonville. Brother Simpson lives in Panama City Beach, Fla.



GREAT LAKES

RICHARD BELLANT

Brother Richard Bellant, 65, joined the union in 1970. He sailed primarily aboard American Steamship Company vessels including the *Buffalo*, *Nicolet* and *Indiana Harbor*. Brother Bellant worked in the steward department. He is a resident of Lakeland, Fla.



This Month In SIU History

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

oppose this legislation to the limit."

1946

At the instigation of SIU, representatives of all AFL maritime unions on the Atlantic and Gulf Coasts met in New York on May 20. A resolution was adopted calling on the AFL Executive Council to establish a Maritime Trades Department within the American Federation of Labor. The purpose of this move was to ensure that unions allied in the marine industry would have the same kind of representation within the AFL as do the Building Trades Department and Metal Trades Department.



1960

The revised constitution of the SIU, Atlantic and Gulf District went into effect on Thursday, May 12 after being ratified by better than 90 percent of all the votes cast. A two-thirds vote was required to pass the amendments but this requirement was far surpassed. During the 30-day vote, 4,178 votes were cast in favor and only 322 against. The name of the district union was changed and it is now the Seafarers International Union, Atlantic, Gulf, Lakes, and Inland Waters District. The constitution also provides for a monthly membership meeting system.

1993

A bill to strip maritime unions of their right to negotiate contracts through free collective bargaining was proposed by Congressman Herbert Bonner. The proposal, called the Maritime Labor Stabilization Act, would set up a U.S. Board for the Settlement of Maritime Labor Disputes to force compulsory arbitration of all contractual disputes between seamen and their employers. SIU Secretary-Treasurer Paul Hall described the bill as "a built-in set of blights for seamen's unions that would deliberately foul up every attempt to negotiate with the shipowner on any contractual matter. More important, the very freedom of our union would be threatened. We must, therefore,

Seafarers aboard the *OMI Charger* endured up to eight-foot swells to rescue seven Cuban refugees while the tanker was steaming toward Port Everglades, Fla. on May 6. Bosun Eugene Beverly reported that AB Oscar Hammond was standing watch when he spotted an unknown number of people aboard a small raft in the distance waving frantically. The vessel reached the raft and found six adults and one child. The group had left Cuba for America four days earlier. They were completely out of food and nearly out of water. The entire rescue effort took under an hour from start to finish. The refugees travelled with the crew to port, where they were taken into the custody of the Coast Guard.

Final Departures



DEEP SEA

TIMOTHY ELLIS

Brother Timothy Ellis, 49, passed away January 6. He signed on with the Seafarers in 1979. Brother Ellis, a member of the steward department, first sailed on a Waterman Steamship Corporation vessel. He was born in Baltimore. Brother Ellis's final ship was the *President Adams*. He resided in Seattle.

JOHN JOHNSON

Pensioner John Johnson, 90, died January 9. Brother Johnson first donned the SIU colors in 1963. He initially shipped aboard a vessel operated by Ambrose Transport Company. Brother Johnson, who sailed in the steward department, was born in Colorado. Prior to his retirement in 1985, he worked on the *Philadelphia*. Brother Johnson made his home in Seattle.



HERBERT JOHNSON

Brother Herbert Johnson, 66, passed away January 4. He started sailing with the union in 1967. Brother Johnson's earliest trip was aboard the *Steel Voyager*. The steward department member's last ship was the *USNS Capella*. Brother Johnson was a resident of Sicklerville, N.J.

MUSTARI LALONG

Brother Mustari Lalong, 63, died December 9. He began sailing with the Seafarers in 1979. Brother Lalong was born in Indonesia. His first ship was the *Boston*; his last was the *Taurus*. Brother Lalong sailed in the deck department. He settled in Woodside, N.Y.

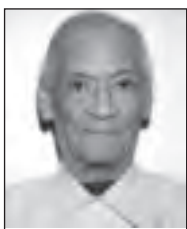
KEITH O'BRYAN

Pensioner Keith O'Bryan, 56, passed away December 4. Brother O'Bryan joined the union in 1973. The deck department member originally worked aboard the *Market*. Brother O'Bryan was a native of Richland, Wash. Before his retirement in 2005, he sailed on the *Atlantic*. Brother O'Bryan resided in St. Petersburg, Fla.



LARRIE PROFFITT

Pensioner Larrie Proffitt, 99, died December 6. Brother Proffitt



became an SIU member in 1955. His first trip was with Ore Navigation Corporation. Brother Proffitt was born in Hawaii and sailed in the engine department. Brother Proffitt's final ship was the *Newark*. He called Baltimore home.

REYNALDO RODRIGUEZ

Pensioner Reynaldo Rodriguez, 83, passed away September 9. Brother Rodriguez joined the Seafarers in 1973. He was initially employed on the *Overseas Alice*. Brother Rodriguez was a member of the steward department. He was born in the Philippines. Brother Rodriguez's most recent voyage was with OSG Tanker Corporation. He went on pension in 1992 and lived in California.



CHARLIE STANFORD

Pensioner Charlie Stanford, 77, died September 29. Brother Stanford signed on with the SIU in 1971 in the port of New York. His earliest trip was aboard the *Overseas Alaska*. Brother Stanford, who sailed in the steward department, last worked aboard the *OMI Champion*. He began receiving his pension in 1998 and settled in Louisiana.

CARL TREITLER



Pensioner Carl Treitler, 83, passed away January 6. Brother Treitler was born in New Orleans. He started sailing with the union in 1953. A member of the steward department, his first ship was the *Del Monte*. Prior to retiring in 1984, Brother Treitler made a last trip aboard the *Del Monte*. He was a resident of Arabi, La.

ROBERTO ZARAGOZA

Pensioner Roberto Zaragoza, 88, died January 11. He first donned the SIU colors in 1941 while in the port of New York. Brother Zaragoza's earliest trip was aboard the *Elizabeth*. He was born in the Dominican Republic and sailed in the deck department. Brother Zaragoza's final voyage was on the *Arecibo*. He made his home in Huntington, N.Y.

INLAND

JOHN FITZGERALD

Pensioner John Fitzgerald, 92, passed away December 1. Brother Fitzgerald started his seafaring career in 1961 while in Norfolk, Va. He initially sailed in the deck department aboard a vessel operated by Moran Towing of Virginia. Brother Fitzgerald last shipped with Atlantic Towing Company. He went on pension in 1989 and lived in Virginia Beach, Va.

ELIAS ROMERO

Pensioner Elias Romero, 82, died January 16. Brother Romero joined the union in 1964. He mostly shipped aboard vessels operated by Higman Barge Lines. Brother Romero was born in Mermentau, La. He started collecting his retirement compensation in 1987. Brother Romero was a resident of Lake Arthur, La.

JAMES SISTARE

Pensioner James Sistare, 94, passed away November 5. Brother Sistare was born in South Carolina. He began shipping with the SIU in 1976 while in Houston. Brother Sistare primarily sailed with Marine Contracting & Towing Company. He retired in 1983. Brother Sistare made his home in Ravenel, S.C.

GREAT LAKES

MERLE DICKENS

Pensioner Merle Dickens, 72, died October 28. Brother Dickens signed on with the SIU in 1962. He shipped aboard vessels operated by Great Lakes Towing Company for the duration of his career. Brother Dickens became a pensioner in 2000. He called Ohio home.

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

NATIONAL MARITIME UNION

FRANCIS BAILEY

Pensioner Francis Bailey, 84, passed away December 21. Brother Bailey was born in South Carolina. He retired in 1969 and resided in Prince George, Va.

FREDERICK BAUER

Pensioner Frederick Bauer, 85, died December 24. Brother Bauer, a native of Minnesota, became a pensioner in 1985. He called Texas City, Texas, home.

FRED BLACKMON

Pensioner Fred Blackmon, 92, passed away December 7. Brother Blackmon was born in Alabama. He went on pension in 1985. Brother Blackmon settled in Upper Marlboro, Md.

RUDOPH CAMPOS

Pensioner Rudolph Campos, 85, died December 17. The Texas-born mariner became a pensioner in 1967. Brother Campos was a resident of Houston.

MIGUEL FERREIRA

Pensioner Miguel Ferreira, 90, passed away December 17. Brother Ferreira was a native of Puerto Rico. He started collecting his retirement compensation in 1984. Brother Ferreira lived in Bronx, N.Y.

VIVIAN GARCIA



Pensioner Vivian Garcia, 94, died December 23. Sister Garcia was born in North Carolina. She went on pension in 1988 and called Rocky Mount, N.C., home.

WILSON HALL

Pensioner Wilson Hall, 93, passed away December 24. Brother Hall was a native of Dallas. He retired in 1966. Brother Hall made his home in New York.

WALTER HARRISON

Pensioner Walter Harrison, 86, died December 4. Brother Harrison was born in Whippany, N.J. He became a pensioner in 1968. Brother Harrison settled in Brandon, Fla.

CHARLES HENDERSON

Pensioner Charles Henderson, 85, passed away December 6. Brother Henderson was a Wisconsin native. He started collecting his retirement compensation in 1980. Brother Henderson lived in Waupaca, Wisc.

MATTHEW IDZIK

Pensioner Matthew Idzik, 86, died December 17. Brother Idzik, a native of Rhode Island, went on pension in 1984. He called Reno, Nev., home.

THOMAS LANTRY

Pensioner Thomas Lantry, 91, passed away December 11. Brother Lantry was born in Union City, N.J. He began receiving his pension in 1973. Brother Lantry continued to live in New Jersey.



JUAN MARTINEZ

Pensioner Juan Martinez, 90, died December 4. Born in Puerto Rico,

he became a pensioner in 2001. Brother Martinez was a resident of Ponce, P.R.

FRANCIS McCLAIN

Pensioner Francis McClain, 83, passed away November 26. Brother McClain was a Pennsylvania native. He retired in 1966. Brother McClain made his home in Portage, Pa.

PEDRO PAGAN

Pensioner Pedro Pagan, 74, died October 2. Brother Pagan was born in Puerto Rico. He went on pension in 1992. Brother Pagan settled in New York.



CHARLIE ROBINSON

Pensioner Charlie Robinson, 84, passed away November 21. Brother Robinson, a native of Alabama, started collecting his retirement compensation in 1988. He called Gwynn Oak, Md., home.

JUAN ROSARIO

Pensioner Juan Rosario, 80, died December 3. Brother Juan Rosario was born in Puerto Rico. He began receiving his pension in 1996. Brother Rosario resided in Long Beach, Calif.

EDWARD ROURKE

Pensioner Edward Rourke, 93, passed away December 11. Brother Rourke was a Louisiana native. He became a pensioner in 1974. Brother Rourke was a resident of Thibodaux, La.

HERMAN SYKES

Pensioner Herman Sykes, 83, died November 24. Brother Sykes was born in Jacksonville, Fla. He retired in 1971. Brother Sykes continued to live in Florida.

FEDERICO THOMPSON

Pensioner Federico Thompson, 84, passed away December 4. The Honduras native went on pension in 1981. Brother Thompson settled in Algiers, La.

WALLACE THORNTON

Pensioner Wallace Thornton, 78, died December 28. Brother Thornton was born in Port Arthur, Texas. He started collecting his retirement compensation in 1971. Brother Thornton continued to make his home in Texas.

CARMELO VELEZ

Pensioner Carmelo Velez, 87, passed away December 25. Brother Velez, a native of Puerto Rico, went on pension in 1988. He called New York home.

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.

ALLIANCE BEAUMONT (Maersk Line, Limited), February 5 – Chairman **Frank P. Hedge**, Secretary **Michael H. Watts**, Educational Director **Joseph C. Grandinetti**, Deck Delegate **Idowu Jonathan**, Engine Delegate **Johnny Swinson**, Steward Delegate **Carlos Diaz**. Bosun expressed gratitude to Seafarers for keeping ship clean and separating plastic from trash. He asked them to make sure cabins were clean when they are turned over to arriving reliefs. Steward department was praised for keeping crew “looking forward to each and every meal.” Secretary reminded those departing the vessel to leave dirty linen in laundry bag located in passageway. He thanked fellow crew members for keeping messhall clean. Deck department was thanked for help with trash. Educational director urged members to enhance their skills, which can lead to better opportunities and advancement. He also reminded them to keep documents current and contribute to SPAD (Seafarers Political Activity Donation). No beefs or disputed OT reported. Request was made to increase pension and medical benefits. Next ports: Jacksonville, Fla., Charleston, S.C., Baltimore, Md., Wilmington, Del. and Beaumont, Texas.

DEPENDABLE (Transoceanic Cable Ship Company), February 28 – Chairman **Sanyboy Whiting**, Secretary **Emmanuel Laureta**, Educational Director **Ely Cuaresma**, Deck Delegate **Jose Bautista**, Engine Delegate **Cecilio Banga**. Chairman reported a smooth, safe voyage and discussed ship's itinerary. Secretary suggested that all Seafarers become familiar with the contract and informed them that copies were available at the port. Educational director advised everyone to upgrade at the SIU-affiliated school in Piney Point, Md., and make sure they stay up-to-date on their TWIC and MMD/MMC. No beefs or disputed OT reported. Treasurer stated that ship fund money was used to purchase a ping-pong table.

GREAT LAND (Totem Ocean Trailer Express, Inc.), February 20 – Chairman **Stanley Gurney**, Secretary **Dadang B. Rashidi**, Educational Director **Jerome D.**

Chief Cook Recognized for Shipboard Safety

Vessel Master Bill Dutour alerted the LOG that Chief Cook David Moses (sixth from left in group photo at right, with the captain and other mariners) in early April earned a safety award for his actions aboard the *Maersk Wyoming*. The award is part of a continuing program sponsored by Maersk Line, Limited. According to Dutour, “David's prompt action during a fire in the freeze box allowed the ship to respond in a timely fashion and avoid any damage or injuries.” The chief cook, who has completed a number of upgrading courses at the union-affiliated Paul Hall Center for Maritime Training and Education, also is pictured with AB Mohamed S. Soliman (left in bottom right photo) during a cookout. Shown in the remaining photo are QEE Carl Montoya, AB Koksai Demir, GUDE Magdy Elkeik and AB Arsenio Omabao.



Culbreth, Deck Delegate **Ali Saleh**, Steward Delegate **Rudy D. Olivas**. Chairman reported members did a great job maintaining SIU standards aboard ship. He informed everyone that vessel will lay up around February 28. Secretary expressed his appreciation for crew's help keeping ship clean. Educational director reminded mariners to take every opportunity to upgrade at the Piney Point school. No beefs or disputed OT reported. Seafarers would like to have access to wireless internet while in port. Suggestion was made to increase health benefits for members and dependents. Next port: Tacoma, Wash.

HARRIETTE (Sealift, Inc.), February 20 – Chairman **Andrew C. Jones**, Secretary **George Quinn**, Educational Director **Demond J. Lindsey**, Deck Delegate **Amos A. Idris**, Engine Delegate **Aranda Fausto**, Steward Delegate **Isabel Miranda**. Bosun thanked crew for a safe trip and for their hard work. He announced that the *Harriette* is ending 33 years of service in May 2011. Educational director encouraged seamen to upgrade whenever possible to improve skills and better their chances of moving up. No beefs or disputed OT reported. Chairman read and discussed president's report from the January 2011 *Seafarers LOG*. Vote of thanks was given to the steward department.

off, reminded crew to clean rooms before departing, and thanked steward department for great food. Secretary urged members to contribute to SPAD, the union's voluntary political action fund, and recommended upgrading at the Paul Hall Center to facilitate career advancement. Educational director reminded fellow members to keep TWIC and other credentials up-to-date. No beefs or disputed OT reported. Crew reiterated bosun's appreciation of steward department. Mariners mentioned that they rescued two fishermen at sea. (Editor's note: See page 4 of the April *LOG* for related article, also available at www.seafarers.org.) Next port: Jacksonville, Fla.

patrolman for clarification. Next ports: Jacksonville; San Juan, P.R.; and Elizabeth, N.J.

PHILADELPHIA EXPRESS (Crowley), February 14 – Chairman **Timothy J. Jackson**, Secretary **Charles E. Curley**, Educational Director **Fidel C. Blanco**, Deck Delegate **Michael Brisco**, Steward Delegate **Henry Richardson**. Chairman said the voyage to northern Europe went well, and he thanked steward department for good work. Secretary conveyed steward department's thanks to STOS and wiper for keeping house clean. Also thanked SA and cook for jobs well done. Educational director advised everyone to take advantage of courses offered at Piney Point. No beefs or disputed OT reported. Crew gave vote of thanks to SIU President Michael Sacco for his successful efforts to preserve shipboard jobs. Crew expressed desire to schedule upgrading courses well in advance. Next port: Houston.

USNS BUTTON (AMSEA), February 7 – Chairman **Jo C. Postell**, Secretary **Dennis Redding**, Educational Director **Efren Villerosa**, Deck Delegate **Gregory L. Jackson**, Steward Delegate **Edward Ellis**. Crew talked about deck-department security watches and suggested a potential procedural improvement. They suggested changing the name of vacation benefits, at least where the actual checks are concerned. Educational director recommended upgrading at Paul Hall Center. No beefs or disputed OT reported. Crew requested new DVD player and clarification about different levels of health benefits.

Champion Docks in Port Elizabeth



This photo of the *Sealand Champion* galley gang was taken in mid-March after the vessel arrived in Port Elizabeth, N.J. Standing left to right are Chief Cook Jose P. Constantino, Recertified Steward Willie Massaline and SA Scott Accardi.

HORIZON EAGLE (Horizon Lines), February 21 – Chairman **Rufino J. Giray**, Secretary **Joseph J. Gallo**, Educational Director **David M. Parker**, Deck Delegate **Peter Koucky**, Steward Delegate **Yahya Ali**. Chairman announced payoff on February 27 in San Pedro, Calif. He also urged crew to check expiration dates on documents. No beefs or disputed OT reported. Clarification requested regarding call-back policy. Mariners expressed appreciation for Chief Cook Ali and Steward Assistant **Ahmed Mussa** for great service and going above and beyond their duties. Next ports: San Pedro, Calif., Oakland, Calif. and Guam.

HORIZON PRODUCER (Horizon Lines), February 6 – Chairman **Paul Dornes**, Secretary **Larry Ewing**, Educational Director **Angel S. Hernandez**, Deck Delegate **Hector Barnes**, Steward Delegate **Juan Vallejo**. Chairman announced pay-

HORIZON TRADER (Horizon Lines), February 27 – Chairman **Tony Mercado**, Secretary **Kevin M. Dougherty**, Educational Director **Thomas M. Flynn**, Deck Delegate **Xavier Alfaro**, Engine Delegate **Jermaine Love**, Steward Delegate **Charles Davis**. Chairman said payoff would take place at sea, before ship's scheduled March 4 arrival in Jacksonville, Fla. He thanked steward department for good barbecues and fine food, and also thanked deck gang for their good work. Educational director advised everyone to upgrade and also to make sure they stay up-to-date on their TWIC and merchant mariner credential. Treasurer reported roughly \$2,500 in ship's fund. Crew purchased new TV to watch safety movies as a group. No beefs or disputed OT reported. Crew asked for option to have direct deposit for vacation checks. They discussed contractual issue specific to Horizon and said they would ask

Stewards Complete Highest Level of Training Available

Continued from Page 7

union's health and benefits plan. "All of that was because of bad or misinformation that I had received from the wrong sources," he said. "Now that I have the correct information, I don't feel the same way because I now know how the health and benefit plan works," he said. "The same holds true for SPAD. I now understand why it is necessary and how it helps protect all of our interests."

McHellen credited the instructors for doing a great job in all aspects of the curriculum.

"This class was very valuable to me in so many ways," he said. "I learned how the union works from top to bottom, how our leadership works so hard to protect our current jobs and secure new ones."

"I just want to thank everyone for this opportunity," he concluded.

Ramos, whose home port is New York, has worn the SIU colors for more than 10 years. After attending and graduating from the Paul Hall Center's unlicensed apprentice course in 1991, the New York-born mariner returned to the school on several occasions to augment his skills.

Ramos told the audience that he loved all aspects of the recertification course and was particularly impressed with the segment dealing with union education. "The union education portion of the training provided very good information," he said. "I look forward to passing it on to fellow brothers and sisters aboard ship. Knowledge is power."

He credited the instructors for doing a great job and had high praise for the varied accomplishments headquarters officials have achieved on behalf of the membership. Ramos also noted that several changes have taken place at the school since he was last on campus. "All of it is still perfect," he said. "This is the only place that I would say always welcomes you with open arms."

"Don't let anyone discourage you in the pursuit of your goals," Ramos told the trainees. "Keep up the good work in your current studies, and when you finish come back and upgrade often. If you do these things, you can go far."

He concluded by expressing his gratitude to all concerned for the opportunities the SIU has afforded him thus far in his maritime career. "The union has taken me a long way," he said. "Thanks to everyone who played a role in making it all possible."

A Seafarer since 1989, Huyett told the audience that he thoroughly was impressed with the quality and scope of the training he received during the recertification course. "The instructors were very professional, and the classes were pertinent and always to the point," he said. "The course length was good, not overly long and students did not feel rushed."

The recertification class marked the fifth time Huyett has been at the school for training.

"I was a member of unlicensed apprentice Class 439 and returned here in 1991, 1995 and again in 2003 for third cook, chief cook and BST," he said.

Like a couple of his classmates, Huyett particularly enjoyed the ServSafe portion of the curriculum. In his view, this is "a must for anyone in the industry who is involved in food service."

He also found his visit to SIU Headquarters and downtown Washington, D.C., to be very informative. "Perhaps now I can answer questions about the union and be certain that the answers given are correct," he said. "I now have a better appreciation and understanding of how the union works, what is expected of us as members and what we should be doing."

Huyett offered encouragement to the trainees and told them to take full advantage of the opportunities they are being afforded through the union. "There's nothing



John Huyett (left) and Samuel Harris practice their skills during the CPR module of their recertification training.

out there that gives you the level of training and types of opportunities that the union does," he said. "This school is unique to the industry and is an excellent tool.... I urge you all to take advantage of it."

Huyett then thanked union officials for their leadership, support and the lifestyle that being a Seafarer has afforded him. "It's been a good ride so far," he said. "I'm still here and I thank everyone who made it possible."

Harris was the final speaker to address the audience. He joined the SIU in 1990 in San Francisco and sails out of Oakland. Prior to the recertification course, Harris had twice spent time upgrading at the Paul Hall Center.

While he enjoyed the entire steward recertification curriculum, Harris said he was most impressed by the segments on union education and ServSafe. "The union

education part was the most important for me," he said. "Just gaining some working knowledge on how the union works at getting jobs and keeping them for the membership made me look at it (the union) in a new light. The ServSafe class also was very helpful to me because it made me take a look at myself, the way I do things aboard ship and how we run our entire operation."

Evaluating his overall experience at the school during recertification training, Harris said that "things could not have been better. Everyone and everything—including the instructors, staff and also my union shipmates—was outstanding."

Turning to the trainees, Harris told them to work hard, ask questions and to upgrade their skills whenever possible. "Thanks to the union and this school, you don't have to have a college degree to earn a good living," he concluded.

Know Your Rights

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

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

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

address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months. 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		
AB	May 30 July 18	June 24 August 12
ECDIS	May 23 July 18	May 27 July 22
Fast Rescue Boats	May 2	May 6
GMDSS	June 13	June 24
Radar Observer (Unlimited)	August 8	August 19
Radar Recertification (1 day)	May 16	May 16
STOS	May 16	May 27
Tank Ship Familiarization	July 25	August 5
Tank PIC Barge DL	May 16	May 20
Water Survival	May 16	May 27
Engine Department		
Basic Auxiliary Plant Ops	May 30 July 25	June 24 August 19
FOWT	June 27	July 22
Junior Engineer	May 9	July 1
Machinist	August 1	August 19
Marine Electrician	May 9 July 18	July 1 September 9
Welding	May 9	May 27

Title of Course	Start Date	Date of Completion
Welding	June 6 July 11	June 24 July 29
Safety Upgrading Courses		
BST/Basic Fire Fighting	May 9 July 18	May 13 July 22
Government Vessels	June 20	June 24
Medical Care Provider	May 16	May 20
MSC Readiness Refresher	May 16 June 13 August 1	May 20 June 17 August 5
Vessel Security Officer	May 9 July 11	May 10 July 12
Steward Department		
Certified Chief Steward	July 9	September 23
Chief Cook	These modules start every other week. The most recent class began May 2.	
Galley Operations/Advanced Galley Operations	These modules start every Monday	

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 cannot attend should inform the admissions department immediately so arrangements can be made to have other students take their places.



UPGRADING APPLICATION

Name _____

Address _____

Telephone (Home) _____ (Cell) _____

Date of Birth _____

Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐

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

Social Security # _____ Book # _____

Seniority _____ Department _____

Home Port _____

E-mail _____

Endorsement(s) or License(s) now held _____

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

If yes, class # _____

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

If yes, course(s) taken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 741 – Eleven Phase I unlicensed apprentices completed their training in this 60-hour course Dec. 23. Those graduating (above, in alphabetical order) were: Juan Bautista, Sean Branch, Ryan Brown, James Cronk III, Bannacke Figueroa, Timothy Heffernan, Victor Milian, Kyle Silva, Jarvis Stanley, Geoffrey Stevens, and Kevin Sykes.



Unlicensed Apprentice Water Survival Class 742 – Eighteen Phase I unlicensed apprentices completed their requirements in this class Jan. 21. Graduating from the 60-hour course (above, in alphabetical order) were: Mike Adorno, Kyle Bennett, Richard Brockway, Sean Callahan, Autumn Cole, Ryan Dapello, Jonathan Essen, Dustin Hutchins, Tyrell Jones, Brian Lanata, Theresa Lattimore, Keith Marion, Edward Martinez, David Mason, Diani Melendez, William Mercer Jr., Angela Porter and Matthew Timson. (Note: Not all are pictured.)



Welding – Nine upgraders finished this 103-hour course March 25. Those graduating (above, in alphabetical order) were: Rigoberto Beata, Kenneth Bricker, Claytain Carr, Todd Favaza, Braden Horne, Welsey Hughes, Keith McIntosh, Lawrence Todd, and Kareim Wright. Their instructor, Buzzy Andrews, is third from the right. (Note: Not all are pictured.)



FOWT – Twenty Seafarers completed the enhancement of their skills in this course April 1. Graduating (above, in alphabetical order) were: Tousif Ahmed, James Anderson, Jason Bimle, John Cooper, Randy Corey, Jason Greene, Andrew Gronotte, Joshua Harris, Patrick Kirkland, Anthony Kpodovia, Devin Nesbitt, Xavier Normil, Valentine Okei, Lamar Pinckney, Lionel Rivera, Hipoita Roches, Robert Scrivens, Marcel Soares, Sutthipong Ticer and Florian Turcios. Class instructor Tim Achorn is at the far right.



Tankship Familiarization DL – Two classes of Phase III unlicensed apprentices completed their training in this 63-hour course of study March 25. Graduating and receiving certificates (above, in alphabetical order) were: Abdullah Alamri, Jeremy Boyd, Christopher Brown, Adam Bucalo, John Burris, Robert Costa Jr., Anthony Dell Aquila, Michael Ferti, Joseph Griggs, Howard Williams, Ross Halsted, Joshua Hammons, Abobakr Hasan, David Kabasinkas, Matthew Maynard, Ronilo Monares, Zeyad Muthala, Michael Page, Joseph Panella, Dhahabi Quraish, Michael Reed, Johnny Sawyer, Samuel Shuebrooks, Daniel Stepnik, Zachrey Stevenson, Lear Surcedo, Samir Tarsha and Demilton Wheat.



GMDSS – Six upgraders finished their requirements in this course March 11. Graduating (above, in alphabetical order) were: Steven Corachan, Adel Irani, Timothy Littles, Samuel Lloyd, Larry Rawlins and Christopher Ruggiero. Class instructor Brad Wheeler is at the far right.

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



Paul Hall Center Classes



Government Vessels – The following Seafarers (left, in alphabetical order) completed their training in this course March 4: Raymond Alexander, Harold Borden, Deloris Brown, William Carney, Gorden Cherup, Virgilio Demegillo, Antonio Donald, Sabba Ghaleb, Derrick Martin, Michael Mendoza, Hipolita Roches, Florian Turcios, and Wayne Wilson. Their instructor, Mark Cates, is at the far right.



Junior Engineer – Twenty-four upgraders finished their requirements in this course March 4. Those graduating (above, in alphabetical order) were: Noli Aguirre, Wendell Brown, Claytain Carr, Richard Digman, DeMorris Duggins, Mohammed Elazzouzi, Vorden Ferguson, Marcus Gramby, Tsawang Gyurme, Chad Hess, Braden Horne, Wesley Hughes, Michael Kelly, Damien Law, Bobby Maharaj, Freddie Malbas, Nakesha Miller, Alex Oliva, Elmer Rochez, Cornelius Smith, Lawrence Todd, Elaine Watts and Kareim Wright. Jay Henderson, their instructor, is at the far right. (Note: Not all are pictured.)



Electronic Navigation – Six Seafarers completed their training in this course March 18. Those graduating (above, in alphabetical order) were: Ray Adams Jr., Ronnie Boatwright Sr., Dominique Calvy, Samuel Lloyd, Dustin Marks and Hector Ortiz. Class Instructor Brad Wheeler is fourth from the left.



ECDIS (Crowley) – Six individuals completed their requirements in this course Dec. 16, 2010. Graduating and receiving certificates (above, in alphabetical order) were: Jonas Bogнар, Bradley Burkart, Monte Cross Jr., Jeremiah Dougherty, Christopher Gross and Leo Venegas. Brad Wheeler, the class instructor, is at the far right.



BST (Hawaii) – The following individuals (above, in no particular order) graduated from this class at the Seafarers Training Facility in Barbers Point, Hawaii Jan. 29: Souphaphone Chanthathirath, Christopher Correa, Daniel Freed, Thien Ly Bui, Rhonda Goodwin, Joshua Souza, Jose Borrero, Jacob Dube, Elizabeth Hill, Tillie Morrison, Teresa Norris, Said Nuriyev, Jessica Taylor, Elaine King, Meagon Lefkakis, Brentton Stevens and John Ung.



BST (Hawaii) - Seventeen individuals completed their requirements in this course March 12 at the Barbers Point, Hawaii-based Seafarers Training Facility. Graduating (above, in no particular order) were: Michale Truncate, Gretchen Nixon, Dominique Coles, Jennifer Edmonds, Douglas Helms, Steven Murray, Bobby Baker, Omar Finnikin, David Compton, Elaine McLemore, Jessica Creeks, Ronald Herndon, Maury Sails II, Mark Scarinci, Jarrod Douglas, Scott Olsen and Danny Winrow.



BST (Hawaii) – The following individuals (above, in no particular order) graduated from this class in Barbers Point, Hawaii, March 19: Max Borges, Michael Domagala, Joan Jontilano, Phillip Meade, Keneith Deal, Jeremy Nilsson, Erin Pandey, Eric Smith, Denis Alberga, Florante Abitong, Elonie Oliverio, Brandie Robinson, Anthony Scachetti, Ulyssis Ochoa, James Bass, Leigh Petterson, Codi Plourde, Phillip Beavides and Marcus Gonzalez.



The

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Heavy Lifting All In a Day's Work For Union-Crewed BBC Houston

The SIU crewed and AMSEA-operated *BBC Houston* in late March loaded a 450-ton tugboat in Tacoma, Wash. The tug, built in Tacoma, was bound for Japan. Photos of the operation and some of the SIU crew appear on this page.

The *BBC Houston* reflagged under the Stars and Stripes last fall. The 393-foot heavy-lift ship was built in 2005. It is outfitted with two cranes, has a beam of 66 feet and can sail at 16.5 knots.



SIU members sailing aboard the *BBC Houston* during its recent voyage to Japan included (from left) Chief Steward Marcus Rowe, ACU Leroy Jenkins, QMED Gebar Ogbe, QMED Jasper McGirt, AB Loukas Frangias, QMED Mohammad Khan and AB John Springer.

