



The Seafarers Log

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

SIU Members Retain Key Jobs

Maersk Line, LTD. Lands 2 DOD Contracts

Seafarers-contracted Maersk Line, Limited recently won separate bids to operate five prepositioning ships and an ice-strengthened tanker. The prepositioning vessels include the *USNS 2nd Lt. John P. Bobo* (right) and *USNS 1st Lt. Jack Lummus* (below). The tanker – the *M/T Jutal* (below at right) – recently was purchased by Maersk and is being reflagged under the Stars and Stripes. The latter vessel is expected to sail on annual supply runs to Antarctica for the National Science Foundation and to Greenland for the Department of Defense in addition to providing worldwide bulk fuel support for DOD. Page 3. (*USNS Bobo* and *USNS Lummus* photos courtesy U.S. Navy)



Crowley Crews Complete Safety Refresher Training At Paul Hall Center

SIU members employed by union-contracted Crowley Maritime Corporation are participating in a specially designed safety training course at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. The course is two days in duration, satisfies U.S. Coast Guard Basic Safety Training Requirements (refresher) and is designed for all licensed and unlicensed Crowley mariners. The training, which is supported by the SIU, consists of classroom as well as hands-on training in personal safety and social responsibilities, personal survival and elementary first aid. In the photo at left, members from one of the classes hone their skills in the proper use and deployment of the lifering while aboard the school's training vessel, the *John F. Fay*. For related story and more photos, see Pages 12-13.

President's Report

Credit Crews, Companies for Safety

We had no particular plans to spotlight safety in this edition of the *LOG*, but it turned into an unofficial theme by the time we were ready to go to press.

I think it's a great compliment to our members, contracted companies and affiliated school in Piney Point, Md., that through the course of normal reporting, so many stories this month reflect our ongoing commitment to safety. For instance, we have individual mariners from Horizon Lines ships and Maersk Line, Limited vessels who recently earned safety awards. SIU-contracted companies including Crowley, Keystone and Liberty Maritime are scheduled to receive safety honors later this year from a key maritime trade association. The U.S. Navy recently recognized the safety efforts of SIU Government Services Division members from the *USS Emory Land* and *USNS Flint* as well as those of private-sector members from the Ocean Shipholdings-operated *USNS Pomeroy*. Last but not least, Crowley crews are completing a specially designed safety refresher class at the Paul Hall Center for Maritime Training and Education that undoubtedly will boost an already dependable fleet.

Again, that's just a snapshot of current events, but it clearly reflects how seriously we all take shipboard safety. On the job, nothing is more important than the wellbeing of our members and their shipmates. At the same time, we of course have serious responsibilities to safeguard the vessels themselves as well as the environment.

Working cooperatively with our operators, our affiliated school and our partners from the military, we're getting the job done safely and upholding what I believe is a well-earned reputation as the most reliable, best-trained crews in the world.

Keep up the great work!

Maintaining SIU Jobs

Our lead story this month concerns retaining jobs aboard a handful of prepositioning ships and on a newly acquired tanker that's replacing the *USNS Matthiesen*. Almost without exception, my favorite articles are those that announce new SIU-contracted tonnage and additional jobs, but it's also vital that we maintain the good jobs we already have. That's the case with these six MSC ships, and it's not something to be taken for granted.

While I am 100 percent confident in the new operator, a word of thanks and congratulations is in order to American Overseas Marine, which managed the prepos for many years. In that role, AMSEA was dependable and first class all the way, and I know they'll continue to be every bit as reliable with their remaining ships.

Condolences

No one understands the expression "small world" better than those of us in the maritime industry. In our line of work, the planet doesn't necessarily seem all that big, and sailing to another country can be the mariner's version of a commute.

From that perspective alone, I feel I can speak for all Seafarers when I say we were horrified and deeply saddened by the recent tragedy in Norway. To all the Norwegian people, and in particular to our brothers and sisters from the Norwegian Seafarers Union, I extend our heartfelt condolences.

The senseless acts of the madman who committed the murders are impossible to understand, no matter how much he wrote about it.

We stand by the NSU and all the other citizens of Norway and wish you peace and recovery.



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

Key Maritime Issues Discussed with Senator



During a late-June meeting in the nation's capital, SIU officials and the union's legislative director discussed vital American maritime issues with Sen. Daniel Inouye (D-Hawaii) (third from left), a longtime backer of the U.S. Merchant Marine. Pictured from left to right are SIU Political and Legislative Director Brian Schoeneman, SIU President Michael Sacco, Senator Inouye and SIU Exec. VP Augie Tellez.

Institute Cites Jones Act's Value To America's National Security

A Virginia-based organization dedicated to promoting national security and democracy recently published an article supporting a vital U.S. maritime law known as the Jones Act.

Written by Daniel Goure, Ph.D., the article is headlined "Jones Act Still Important to U.S. National Security."

Goure, who has held senior positions in both the private sector and the U.S. Government, pointed out, "The Jones Act's goals are, if anything, more important today than when the act was promulgated (in 1920). The United States is a trading nation and a naval power. The overwhelming majority of U.S. military equipment and supplies is moved by ship. U.S. Merchant Mariners moved 90 percent of the combat cargo and supplies used by the military in the Iraq war. The maintenance of a fleet of U.S.-flag cargo vessels is vital to ensuring that the military can respond to any wartime need. In addition, the Act helps to maintain a pool of U.S. merchant sailors who can be called upon to man government-owned sealift ships that are reactivated to support the wartime sealift effort."

The Jones Act mandates that cargo moving from one U.S. port to another be carried aboard vessels that are crewed, flagged, owned and built American. According to a study last year by PricewaterhouseCoopers, Jones Act vessels generate nearly 500,000 family-sustaining jobs and provide a yearly payroll exceeding \$29 billion.

Some of the law's many supporters have pointed out that the basic requirements of the Jones Act have been the foundation of American maritime policy since 1817. Activity related to this law generates more than \$100 billion in economic output and contributes \$11.4 billion in federal, state and local taxes. A prominent U.S. maritime trade association said that without the Jones Act fleet, "the American economy would sputter and fail."

Goure, who among other roles is a national security military analyst for NBC, noted that the law helps maintain America's shipbuilding capability. He also asserted that Jones Act provisions support "both homeland security and environmental safety. The inland waterway system allows ships to move deep into the nation's heartland – up the Mississippi, across the Great Lakes and into the Chesapeake." In other words, without the Jones Act, large numbers of foreign crews could enter American waterways on foreign-owned vessels and essentially sail wherever navigable waterways exist.

The Lexington Institute's self-described goal is "to inform, educate, and shape the public debate of national priorities in those areas that are of surpassing importance to the future success of democracy, such as national security, education reform, tax reform, immigration and federal policy concerning science and technology. By promoting America's ability to project power around the globe we not only defend the homeland of democracy, but also sustain the international stability in which other free-market democracies can thrive."

The organization is far from alone in supporting the Jones Act. The law enjoys strong bipartisan backing and has been supported by every U.S. president in modern history. The U.S. Navy also has been outspoken in its support of the law.

Despite such backing, the Jones Act came under attack during the Deepwater Horizon cleanup. Critics claimed – baselessly – that the law had prevented using foreign help. The administration and the national incident response commander, U.S. Coast Guard Adm. Thad Allen, refuted those false claims, and the official government report on the spill response later confirmed that the Jones Act in no way slowed the cleanup, nor did it stop America from accepting (and paying for) foreign assistance.



Jones Act vessels like the SIU-contracted tanker *Overseas Anacortes* help maintain a reliable manpower pool of well-trained, U.S. citizen seafarers who are available to support our troops.



Maersk Line, Limited is reflagging the double-hulled, ice-strengthened tanker *M/T Jutal* (above) under the Stars and Stripes.



Civilian-crewed military support ships including the *USNS Williams*, shown conducting an at-sea offload during an exercise, are strategically positioned around the globe. (U.S. Navy photo by MC2 Brian P. Caracci)

Union Retains Jobs as Maersk Wins Contracts Operating Agreements Awarded for Prepos, Ice-Strengthened Tanker

Two recent announcements by the U.S. Department of Defense signaled ongoing job security for SIU members, as Seafarers-contracted Maersk Line, Limited (MLL) won separate bids to operate five prepositioning ships and an ice-strengthened tanker.

The award for operation and maintenance of the prepositioning ships starts next month and includes options lasting until September 2015. It covers the container and roll-on/roll-off ships *USNS 2nd Lt. John P. Bobo*, *USNS Sgt. William R. Button*, *USNS 1st Lt. Baldomero Lopez*, *USNS 1st Lt. Jack Lummus* and *USNS Pfc. Dewayne T. Williams*.

The tanker agreement is a long-term time charter (five years including options) for an ice-strengthened vessel that will be able to deliver fuel worldwide and that is expected to serve the research center at McMurdo Station, Antarctica, and Thule Air Base, Greenland. Maersk has purchased and is flagging in a 2004-built vessel (the *M/T*

Jutal) that will be renamed *Maersk Peary* in honor of the late U.S. Navy Admiral Robert Peary, a famous arctic explorer.

SIU Vice President Contracts George Tricker stressed the significance of the awards going to a Seafarers-contracted company. Considering the extremely competitive bidding process and the nation's ongoing economic woes, retaining these shipboard jobs is a significant win, he said.

Following the prepositioning ship announcement, Scott Cimring, Maersk's senior director of government ship management, stated, "We are extremely honored and proud of this award. Winning this contract once again after our resubmission is a true testament of MSC's trust in our capability and performance. We feel confident in our ability to support our customer's requirements by drawing from our extensive operational and technical experience."

The original awards for these five

prepositioning vessels and five others (the *USNS LCPL Roy M. Wheat*, *USNS GYSGT Fred W. Stockham*, *USNS Sgt. Matej Kocak*, *PFC Eugene A. Obregon* and *USNS Maj. Stephen W. Pless*) went to Maersk a little more than a year ago, following a bidding process which itself lasted longer than a year. However, protests were filed, and rebids eventually were accepted.

Earlier this year, Maersk again won contracts for the *Wheat* and *Stockham*. At press time, no announcements had been made concerning the *Kocak*, *Obregon* or *Pless*.

Collectively, those 10 vessels make up roughly one third of the U.S. Military Sealift Command's prepositioning fleet. They are deployed to strategic locations around the globe carrying U.S. Marine Corps cargo including ammunition, tanks, food and medical supplies. The materiel is ready for quick delivery ashore whenever needed.

Overall, the prepositioning fleet con-

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

Meanwhile, following the tanker award, the company pointed out that it first began supporting MSC in 1983, and since then "we have extended our ship management, technical and chartering services across the U.S. government."

Dave Harriss, Maersk's director of ship management and chartering, said, "MLL's experience managing and operating over 90 vessels of various types can give MSC confidence in our ability to complete the mission, and we are pleased to have the opportunity to support MSC on this unique service. Our success is derived from a focus on quality, competitive pricing, technical expertise, safety culture, and commitment to exceed customer expectations."

MLL is based in Norfolk, Va.



Aboard New Crowley Tug



SIU VP Gulf Coast Dean Corgey (fifth from left in group photo) last month met with boatmen on the new Crowley tug *Legacy* in Long Beach, Calif. The state-of-the-art, 148-foot-long boat will be paired with a barge to form an ATB, and is expected to operate in the Gulf Coast region.

Members Approve Great Lakes Contracts

New Work Agreements Feature Noteworthy Gains for SIU Crews

SIU members sailing on the Great Lakes have ratified several new contracts, securing health benefits, pay increases, and other gains for years to come.

Members at Great Lakes Towing Company, American Steamship Company, Key Lakes, Inc., Key Lakes II, Key Lakes IV, Port City Steamship Services, Inc., Port City Marine Services, Inc., Inland Lakes Management, Inc., and Erie Sand and Gravel Company all recently finalized and ratified new agreements.

Members at Great Lakes Towing Company, based in Cleveland, inked an agreement that will last until July 2015. Mariners at the company work aboard harbor towing tugs that operate throughout the Great Lakes. In addition to maintaining CorePlus health benefits (the highest level available through the Seafarers Health and Benefits Plan), the agreement also includes pay increases every year and an increase in company contributions to the Seafarers Pension Plan. The company

also supports Seafarers taking advantage of training opportunities at the Paul Hall Center in Piney Point, Md. The negotiating committee was led by Vice President Great Lakes Tom Orzechowski and Algonac Port Agent Todd Brdak.

SIU members at American Steamship Company, who sail on 11 dry bulk carrying vessels all over the Great Lakes, have signed a contract that is valid until July 2016. Representing the union during negotiations were Orzechowski, Brdak, Assistant Vice President Bryan Powell, Joliet Port Agent Chad Partridge, and Reps. Don Thornton and Monte Burgett. The agreement maintains CorePlus health benefits as well as pension and vacation plan benefits, and opportunities for upgrading at the Paul Hall Center. Additionally, members gained increases in safety bonuses as well as employer contributions to the Seafarers Money Purchase Pension Plan. The agreement also stipulates yearly wage increases.

Operating out of Duluth, Minn., Key Lakes and Key Lakes II (which are subsidiaries of Keystone Shipping Company) signed an agreement with the union that is set to last until June 2015. Seafarers maintained CorePlus benefits and pension contributions from the company, and received contractual support for those mariners interested in upgrading their skills at the union-affiliated school in Piney Point. The negotiating committee consisted of Orzechowski, Powell, Brdak, Partridge, Thornton, and Burgett. Key Lakes IV, also operated by Keystone, has a nearly identical agreement that is valid through June 2016.

Port City Steamship Services, Inc., which operates the SIU-crewed cement hauler the *SS St. Mary's Challenger*, has ratified its contract. In addition to maintaining CorePlus health benefits and company support for the pension plan, the contract also increases the safety bonus vacation pay and guarantees incremental wage increases through 2015. The negotiations were conducted by Orzechowski, Powell, Brdak, Partridge, Thornton, and Burgett on behalf of the members. The company also supports Seafarers who wish to upgrade at the

Paul Hall Center. Port City Marine Services, Inc., which along with Port City Steamship operates out of Muskegon, Mich., also came to an agreement with SIU members who sail aboard the *ITB Prentice Brown*, valid through 2016. That agreement includes an option to participate in the Seafarers 401(k), as well as maintaining CorePlus, pension, and vacation benefits and access to the Paul Hall Center.

SIU members who work with Inland Lakes Management, Inc. have finalized their contract which is good through 2016. They, too, have maintained CorePlus benefits, Seafarers Pension Plan and Seafarers Vacation Plan benefits, and access to upgrading courses in Piney Point, Md. The contract also calls for annual pay raises. The negotiations were led by Orzechowski, Brdak, and Thornton.

Lastly, mariners employed with Erie Sand and Gravel Company, based out of Erie, Pa., ratified a contract that includes wage increases for 2011. SIU members sail aboard the dredge *MV St. John* on Lake Erie. The negotiations for this pact were led by Orzechowski, Brdak, and Burgett.

Piracy Attacks Increase

The International Chamber of Commerce (ICC) International Maritime Bureau's (IMB) Piracy Reporting Centre has revealed that pirate attacks on the world's seas increased significantly during the first half of the year.

Attacks totaled 266 in the first six months of 2011, up from 196 incidents in the same period last year, the London-based agency stated in a July 14 news release. More than 60 percent of the attacks were by Somali pirates, a majority of which were in the Arabian Sea area, said the report. As of June 30, Somali pirates were holding 20 vessels and 420 crew, and demanding ransoms of millions of dollars for their release.

"In the last six months, Somali pirates attacked more vessels than ever before and they're taking higher risks," said IMB Director Pottengal Mukundan. "This June, for the first time, pirates fired on ships in rough seas in the Indian Ocean during the monsoon season. In the past, they would have stayed away in such difficult conditions. Masters should remain vigilant."

In the first six months of this year, many of the attacks have been east and northeast of the Gulf of Aden, the release said. This is an area frequented by crude oil tankers sailing from the Arabian Gulf, as well as other traffic sailing into the Gulf of Aden. Since May 20 there have been 14 vessels attacked in the Southern Red Sea. "It is necessary that shipboard protection measures are in place as they sail through this area," said Mukundan.

But although Somali pirates are more active—163 attacks this year up from 100 in the first six months of 2010—they managed to hijack fewer ships: 21 in the first half of 2011 compared with 27 in the same period last year. This, the report says, is both thanks to increased ship hardening and to the actions of international naval forces to

disrupt pirate groups off the east coast of Africa.

"It is vital that this naval presence be sustained or increased," the report asserted.

Somali pirates took 361 mariners hostage and kidnapped 13 in the first six months of 2011, according to the report. Worldwide, 495 seafarers were taken hostage. Pirates killed seven people and injured 39. Ninety-nine vessels were boarded, 76 fired upon and 62 thwarted attacks were reported.

Ships, including oil and chemical tankers, are increasingly being attacked with automatic weapons and rocket-propelled grenade launchers. Whereas five years ago pirates were just as likely to brandish a knife as a gun, this year guns were used in 160 attacks and knives in 35.

In a related development, the Contact Group on Piracy off the Coast of Somalia convened in New York July 14. Representatives from member states including the U.S. discussed various international efforts to address the scourge of piracy in the Gulf of Aden and Somali Basin region, including:

Naval counter-piracy operations,

Efforts to strengthen the region's capacity for prosecution and incarceration of pirates,

The importance of self-protection measures by commercial vessels during transit in high-risk zones, and

The need for a comprehensive response to address the ongoing instability in Somalia which is one of the underlying causes of Somali piracy.

The body also established a new working group to coordinate international efforts to identify and disrupt the financial networks of pirate leaders and their financiers.

The SIU remains active in domestic and international forums aimed at protecting crews and eliminating piracy.

Crowley, Keystone, Liberty Maritime Earn American Maritime Safety Awards, Will Receive in New York

Three SIU-contracted companies are slated to receive safety awards later this year in New York.

Liberty Maritime Corporation, Keystone Shipping Co., and Crowley Maritime Corporation will be recognized by American Maritime Safety, Inc. (AMS) during the organization's annual membership event and safety awards ceremony, which is scheduled to take place Oct. 27 at the Yale University Club.

Liberty Maritime will receive the AMS Quality Ship Management Award; Keystone has earned the Responsible Vessel Carrier Award; and Crowley will be presented with the Safe Working Practices Award.

AMS President Louis Meltz stated, "These three companies have demonstrated a strong commitment to protecting the marine environment, and have been proactive in implementing quality control programs that serve to improve marine safety and vessel operations. AMS is pleased to recognize these organizations for their efforts in working to enhance safety and protect our marine environment."

AMS is an association of more than 400 vessel owners and operators. It was founded in 1988 to facilitate the maritime industry's compliance with U.S. Coast Guard regulations and international marine safety protocols.

In announcing this year's awards, AMS said they are given "in recognition of these organizations' commitment to implementing innovative quality control and safety management systems, as well as crew member training programs, that serve to enhance the safe navigation and operation of vessels calling in U.S. ports, and which go beyond the minimal environmental compliance standards established by the U.S. Coast Guard and various State enforcement agencies."

Participants at this year's ceremony will include representatives from the Coast Guard, the U.S. Department of Transportation and the National Transportation Safety Board, among others.

The latest figures show that attempted pirate attacks are up, but counter-piracy measures are improving. In this mid-July photo taken in the Gulf of Aden, a visit, board, search and seizure team assigned to the guided-missile cruiser *USS Anzio* climbs into a rigid-hull inflatable boat to inspect a suspicious vessel. (U.S. Navy photo by Mass Communication Specialist 2nd Class Bryan)



SHBP Releases Updated Guide For Active Members

An updated version of the Seafarers Health and Benefits Plan (SHBP) guide for active members is available in PDF format on the SIU web site, www.seafarers.org. The guide is posted in the "Member Benefits" section. From there, click on the Seafarers Benefits Plan tab and then the Seafarers Health and Benefits Plan tab. The link to the updated guide is on the SHBP page.

Proposed NLRB Rules Aim to Protect Workers' Rights

The National Labor Relations Board (NLRB) has announced a proposal that will change the way workers and employers schedule, conduct, and receive results from union representation elections.

Hearings took place in Washington, D.C., on July 18-19 which featured members of the business, labor, and legal communities who voiced their opinions on the proposed rule changes.

With the proposed system, election processes would be streamlined; unnecessary and time-consuming litigation would be limited; and election, registration, documentation and results would be made more easily available through the use of technology.

The new rules would force employers to provide union organizers with an accurate contact list of the employees working at job site, including telephone and email information. This allows union organizers and workers interested in forming a union to be able to talk freely, on personal time, about forming a union. Because organizers can be banned from the premises during working hours, this would give workers interested in forming a union fair and

reasonable access to other union members, organizers, and their fellow workers without fear of retribution or intimidation which, according to several of the experts speaking before the NLRB, is commonplace during organizing drives.

The second major component of the new rules would clearly define and schedule union elections. Under the current system, employers have a virtually unlimited means of delaying elections (for example, filing lawsuits), giving them more time to bash the union or intimidate workers.

"With the time it takes to build support for union representation, the employer has more than sufficient time to try and persuade the employee that they will take care of them," said Scott Pedigo, president of Utility Workers Local 304 in West Virginia. "The additional time provided by the present rules greatly improves an employer's chances of success simply by working the system."

The new rules would make it clear when the election is to be conducted and not allow either side to engage in time-wasting litigation. Ultimately, the new rules would provide a more democratic

and fair system for choosing union representation.

AFL-CIO President Richard Trumka supported the proposals but indicated that they should be the first step of many in reforming the nation's labor laws and protecting the opportunity for workers to obtain collective bargaining rights.

The rules, according to Trumka "appear to be a common-sense approach to clean up an outdated system and help ensure that working women and men can make their own choice about whether to form a union. When workers want to vote on a union, they should get a fair chance to vote. That's a basic right."

The NLRB's proposals have been received positively by members of Congress, who see the new rules as a positive step towards facilitating middle-class growth.

"[The proposed rule] would help give workers the same ability to bargain for wages and benefits now enjoyed by CEOs, whose pay has skyrocketed while their employees continue to struggle," said Senate Majority Leader Harry Reid (D-Nev.).

"The NLRB took an important step toward preserving workplace fairness by proposing new rules that promote equality and efficiency in union elections," said Sen. Charles Schumer (D-N.Y.). "These common-sense rules will level the playing field and help bring more American men and women into the middle class."

Sen. Dan Akaka (D-Hawaii) agrees, pointing out that the current system is a hindrance to worker's rights and that a change is needed for the future.

"Workers, many of whom are struggling during these difficult economic times, deserve the right to decide if they wish to join a union without delay or intimidation," said Akaka. "This common sense proposal will protect that right, and will make the private sector union election process more efficient and less costly."

The proposed rule changes, if enacted, make the future seem fairer for America's workers, according to Trumka, and the current methods are in need of an overhaul.

"Our current system has become a broken, bureaucratic maze that stalls and stymies workers' choices," Trumka said.

Op-Ed Article Illuminates Board's Boeing Complaint

Critics Claim Company's Motive Illegal

An op-ed article published in *The Washington Post* has shed light on a disconcerting conflict between Boeing, the aerospace manufacturer, and its workers. The article, written by Cornell University professor Kate Bronfenbrenner, provides some clear evidence that shows Boeing violated a fundamental labor law in moving its 787 Dreamliner manufacturing facility from Washington state to South Carolina and opines that the National Labor Relations Board (NLRB) was right in bringing a complaint against the company.

The allegations of unfair labor practices by the International Association of Machinists and Aerospace Workers (IAM), the union that represents the Washington state workers, began after Boeing announced it would be moving its Dreamliner operations to South Carolina in 2009. South Carolina, a so-called "right to work" state, has very few protections for workers and is a long-standing anti-union stronghold. Boeing argues that because starting pay is lower in that state, the company stands to remain competitive and increase its profits. Subsequently, the company decided to build a \$750 million facility there and hire low-wage, non-union labor.

The NLRB and the IAM allege, however, that expanded profits are not the true motivation for the move. Instead, the company is moving operations to retaliate against the IAM and its members for engaging in strikes against the company for better pay and working conditions.

"Much as our society has decided that increased profits or competitiveness cannot justify a policy of age discrimination, it is against the law to retaliate against workers for engaging in protected concerted activity such as strikes, as the International Association of Machinists and Aerospace Workers local in Washington state did for nearly 60 days in 2008," according to Bronfenbrenner.

It was this action that Bronfenbrenner and the NLRB argue is the true, and illegal, motivation by the company to move.

"In its October 2009 quarterly conference call to shareholders, Boeing used unequivocal language when it proposed moving work on the 787 Dreamliner to South Carolina because of 'strikes happening every three to four years in Puget Sound,'" Bronfenbrenner continued. "In a videotaped interview with the Seattle Times in March 2010, Boeing executive Jim Albaugh said that 'the overriding factor [in choosing South Carolina] was not the business climate. And it was not the wages we are paying today. ... It was that we can't afford to have a work stoppage every three years.'"

Critics of the NLRB's action claim that reprimanding or punishing a company for moving in search of greater profits is somehow anti-prosperity and anti-growth. However, the NLRB's decision to pursue the complaint has seemingly been made by the actions and the publicly stated motivations of the leadership of Boeing.

Threats of job loss, plant closures, and outsourcing have been a longstanding method of union-busting by companies. This has been compounded by free trade agreements that disregard workers' rights, so-called right-to-work laws, and other anti-union and anti-worker legislation passed in recent years.

Bronfenbrenner argues that the NLRB is setting an important precedent by taking on Boeing for its illegal activities.

"Plant closures and threatened closings keep workers insecure and companies unaccountable," said Bronfenbrenner. "If the NLRB did not take on such cases, it would cede to employers unilateral control over a large swath of the U.S. workplace. In holding Boeing accountable, its members are taking on a trend that should have been dealt with long ago."

Labor Federation Strongly Advocates Job Training, Infrastructure Investment

With the economy still struggling to regain its footing, the nation's largest labor federation has announced its commitment to getting American workers back on the job through infrastructure investment and job training.

The AFL-CIO, a federation of labor unions including the SIU, made the major announcement during the Clinton Global Initiative meeting this June in Chicago. The announcement made by AFL-CIO President Richard Trumka outlined the federation's goal of bringing together various groups, including public and private investors to partner with labor to invest in large-scale projects that will create jobs for middle-class working families.

In addition, according to Trumka, investing in our nation's infrastructure now will have important long-term effects as well, including benefits to the environment and addressing our energy issues.

"We at the AFL-CIO believe that together, with our partners in business and government, we can profitably invest significant resources to make America more competitive and energy-efficient," said Trumka. "The AFL-CIO and our 55 member unions and 12 million members are in the business of solving America's problems. Here's one place where we can help, and that's what we intend to do, starting right now."

The plan outlines what have been described as some bold goals, including working together with business and government to obtain at least \$10 billion in new funding for infrastructure projects within the next five years. In addition, the AFL-CIO is pledging \$20 million of labor movement-affiliated funds to revamp its headquarters in Washington, D.C., using union labor and energy-efficient materials.

One of the keystones of the call to action is worker training. The AFL-CIO advocates training 40,000 workers in high-skilled, green construction technologies. AFL-CIO Building and Construction Trades Department President Mark Ayers is among those leading the push for these important advancements.

"The time is now to become intensely focused on the creation of jobs and America's Building Trades unions are ready, willing and able to work with any and all partners to map out a multi-year plan of infrastructure investment and make it the



Rich Trumka
President, AFL-CIO

centerpiece of an ongoing economic recovery program," said Ayers. "Such investments represent a tremendous source of economic growth that would generate comparable levels of private investment and provide millions of new jobs for American skilled craft workers."

The need for increased spending on infrastructure and the subsequent job growth goes beyond one type of job or one type of worker, according to the federation. Workers from all sectors have a stake in the future of the country, especially in getting as many Americans back to work as possible, labor officials pointed out.

"We need to find new and smart ideas to both create jobs and rebuild our country's infrastructure," said American Federation of Teachers (AFT) President Randi Weingarten. "Investing public pension funds, when done prudently, may be an avenue to do just that. All of us need to be engaged in forming partnerships that will create thousands of new jobs, revitalize our communities and make our country more competitive."

While the nation's economic partners are struggling to get things on track, America's workers and the American labor movement are ready to take the steps necessary to turn the economy around, Trumka concluded.

AOTOS Honorees Will Receive Accolades in NY

United Seamen's Service Salutes General McNabb, Henry, Somerville

The United Seamen's Service (USS) in late June announced that its 2011 Admiral of the Ocean Sea Awards (AOTOS) will be presented to Gen. Duncan McNabb, commander, U.S. Transportation Command; James L. Henry, chairman and president of the Transportation Institute; Robert D. Somerville, chairman of ABS (formerly the American Bureau of Shipping).

The prestigious awards are scheduled to be presented Oct. 28 in New York City. The USS also announced that a special AOTOS recognition plaque will be presented to Capt. George Quick, former president of the Association of Maryland Pilots.

"We are so proud to be able to honor labor, military and service providers who represent strong leadership in the maritime industry. They are being recognized for their significant contributions and important ship services to American seafarers, vessels and American commerce," said Richard Hughes, chairman of the USS AOTOS Committee and president of the International Longshoremen's Association, AFL-CIO.

General McNabb is the commander of the U.S. Transportation Command (TRANSCOM), the single manager for global air, land and sea transportation and the world's largest shipper for the Department of Defense. A command pilot, he has amassed more than 5,600 flying hours in transport and rotary wing aircraft. He graduated from the U.S. Air Force Academy in 1974.

General McNabb, a staunch supporter of the U.S. Merchant Marine, has held command and staff positions at squadron, group, wing, and major command and Department of Defense levels and has more than 20 awards, recognitions and achievements. General McNabb's staff assignments have been a variety of planning, programming and logistical duties. These include serving as the deputy chief of staff for plans and programs on the Air Staff and chairman of the Air Force Board having oversight of all Air Force programs.

He also served as the director for logistics on the Joint Staff where he was responsible for operational logistics and strategic mobility support to the chairman of the Joint Chiefs of Staff and the secretary of Defense.

James Henry has played an important role in virtually every major initiative in United States maritime policy since he



Gen. Duncan McNabb
Commander
U.S. TRANSCOM



James Henry
Chairman and President
Transportation Institute



Robert Somerville
Chairman
ABS

assumed the presidency of the Transportation Institute in 1987 and became its chairman in 1990. He played a particularly key role in protecting the Jones Act when it came under attack in the mid-1990s.

Henry is also chairman of the National Defense Transportation Association's Military Sealift Committee and chairman

preserve the U.S. Jones Act fleet and develop a maritime policy that ensures a viable ocean transportation capability (and the shipboard jobs that go with it). Most recently, the institute advocated for the U.S. Jones Act fleet to play a critical role in the BP oil spill cleanup as well as for adequate channel and harbor depth within the Great Lakes.

"We are so proud to be able to honor labor, military and service providers who represent strong leadership in the maritime industry. They are being recognized for their significant contributions and important ship services to American seafarers, vessels and American commerce." ---Richard Hughes, chairman of the USS AOTOS Committee and president of the International Longshoremen's Association, AFL-CIO.

of the United States Maritime Coalition. In 2005, he was awarded the Vincent T. Hirsh Maritime Award for Outstanding Leadership from the Navy League of the United States. In 2007, he was the recipient of the esteemed National Transportation Award from National Defense Transportation Association (NDTA) during its annual forum in Charleston, S.C.

At the Transportation Institute, Henry has played a leading role in the effort to

The American Bureau of Shipping (now ABS) promotes the security of life, property and the natural environment primarily through the development and verification of standards for the design, construction and operational maintenance of marine-related facilities. Robert Somerville has led the global agency consisting of more than 3,000 employees, serving as its chief executive officer until April 2011. He now serves as chairman of ABS.

Serving as director of the ABS Group of Companies, Inc., Somerville's distinguished maritime career includes 40 years with ABS in various capacities. Prior to joining ABS in 1970, he served as a seagoing engineer and gained shipyard experience at Newport News, at the time the largest shipbuilder in the world.

In addition to the three AOTOS recipients, Capt. Quick will receive the AOTOS plaque honoring his many years in the industry, particularly his activity in the pilot sector. He is a 1951 graduate from the U.S. Merchant Marine Academy.

All proceeds from the AOTOS event benefit USS community services abroad for the U.S. Merchant Marine, seafarers of all nations, and U.S. government and military overseas. The recipients will share the evening with a group of American mariners who will be honored for acts of bravery at sea.

SIU President Michael Sacco is the event's chairman for 2011.

The United Seamen's Service is a non-profit agency established in 1942. It operates centers in eight foreign ports in Europe, Asia, and Africa and in the Indian Ocean, and also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.

DHS Unveils Plan To Repair, Upgrade Maritime Coordination

The Department of Homeland Security (DHS) recently announced a plan to implement a major overhaul of its maritime operations system.

The Maritime Operations Coordination (MOC) plan is aimed at improving security in our nation's waterways and ports by increasing the cooperation between different agencies in response to threats, according to an early-July announcement by the agency. In addition to protecting ports of entry into the U.S. and protecting our inland waterways, the goal of the MOC plan is also to ensure that vital trade routes are secured from possible threats.

Trade routes, ports and waterways are monitored and protected by a variety of government agencies, including the U.S. Coast Guard (USCG), U.S. Immigration and Customs Enforcement (ICE), and the U.S. Customs and Border Protection (CBP) departments, in addition to others. A weakness, as pointed

out by the DHS, is that these agencies have been operating too independently, creating potential lapses in security and responses to threats and possible terrorist actions.

The MOC plan would alleviate many of these weaknesses, according to Adm. Robert Papp, commandant of the USCG.

"As America's maritime first responder, the Coast Guard works closely with our fellow DHS components and security partners to deter and respond to threats in our ports, along our coasts, and in waters of U.S. interest," said Papp. "This plan will combine resources from across DHS to strengthen our ability to protect our nation's global trade and our citizens."

The plan calls for increased coordination through information sharing, joint planning, and intelligence integration between departments. Due to the unique challenges facing maritime security, these new measures are of considerable significance to ensuring that the country's waterways remain secure, the DHS reported.

"With the signing of the MOC plan, we will be able to better coordinate and collaborate with federal agencies in order to disrupt and dismantle criminal organizations who wish to do us harm," said ICE Director

John Morton. "ICE's Homeland Security Investigations' unique law enforcement authorities will assist DHS components in countering maritime threats effectively and efficiently."

The MOC plan has also received praise from legislators who see maritime security as a vital, but sometimes overlooked, segment of the fight for national security. Rep. Candice Miller (R-Mich.), chair of the House Subcommittee on Border and Maritime Security, voiced her support for the plan in a statement on her website.

"My subcommittee has been focused on securing our nation's borders, both at and between the ports of entry. This includes our nation's liquid border," Miller said. "The security of our ports and waterways is vital and I applaud DHS on their announcement of the Maritime Operations Coordination plan. The USCG's role in securing the maritime environment is critical, and this new plan to combine efforts with CBP and ICE will ensure that our nation's coast is secure, while at the same time providing for the facilitation of commerce."

Parts of the new plan, which was authorized and signed by the heads of the aforementioned departments July 7, reportedly already are being implemented at the local level throughout the country.



Crews from the *Algol* and *Capella* were among those who met with union officials last month.



President Sacco (right) and other officials meet with union members on the *Horizon Tiger*.

With Seafarers on the West Coast

SIU headquarters officials including President Michael Sacco, Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel and Vice President Contracts George Tricker recently met with Seafarers both aboard ships on the West Coast and at the July membership meeting in Oakland, Calif. They were joined by regional officials including Vice President West Coast Nick Marrone, Assistant Vice President Nick Celona and Tacoma Port Agent Joe Vincenzo.

During the shipboard gatherings (which included crews from 10 vessels), officials and members discussed the latest news concerning Horizon Lines, the Ready Reserve Force (RRF) program, the Seafarers Plans and more.

The photos on this page were taken July 12-14 at the Oakland hall and on the *Grand Canyon State*, *Horizon Pacific* and *Horizon Tiger*.



Following a meeting aboard the *Horizon Pacific*, members and officials are pictured in the crew mess.



Seafarers pack the Oakland hall.



SIU President Michael Sacco (standing) updates *Horizon Pacific* crew members on various developments affecting the industry.



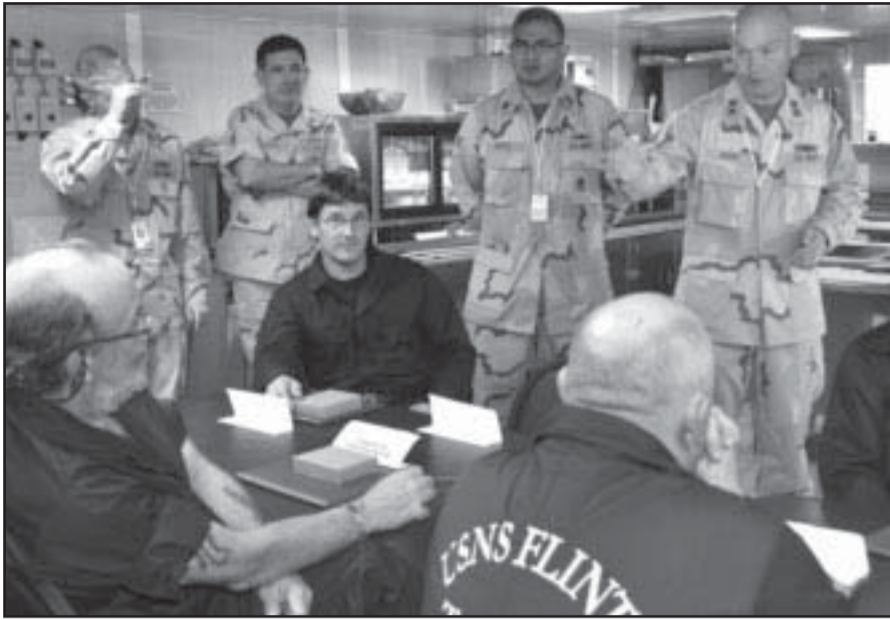
From left, VP Contracts George Tricker, President Sacco and VP West Coast Nick Marrone listen to Seafarers from a number of Ready Reserve Force vessels who got together on the *Grand Canyon State*.



Crews from several RRF ships gather with officials aboard the *Grand Canyon State*.



During the July membership meeting in Oakland, Calif., SIU President Michael Sacco (standing) informs members about some of the latest news involving both the union and the labor movement as a whole. Also pictured are (from left) Asst. VP Nick Celona, Exec. VP Augie Tellez and Patrolman Nick Marrone II.



The ammo ship *USNS Flint* also earned a safety award from the Navy. In this photo from November 2010, MSC Commander Rear Adm. Mark Buzby (right) speaks to mariners aboard the *Flint* in Manama, Bahrain. (U.S. Navy photo by Mass Communication Specialist 1st Class Cynthia Z. De Leon)



The Seafarers-crewed submarine tender *USS Emory S. Land*, pictured last year in Diego Garcia, carries a hybrid crew of CIVMARS and U.S. Navy personnel. (U.S. Navy photo by Mass Communication Specialist Seaman Christopher S. Johnson)

Navy Presents Ship Safety Award to USS Land

Members of the SIU Government Services Division who sail aboard the submarine tender *USS Emory S. Land* were honored with an award for ship safety during a ceremony at the U.S. Navy Memorial in Washington, D.C., July 7.

Secretary of the Navy (SECNAV) Ray Mabus presented the award to Lt. Cmdr. Antolino Colon, the *Emory Land's* ship safety officer. The vessel carries a hybrid crew of CIVMARS and Navy personnel.

"It was a lot of work, but well worth it and truly a testament to the [personnel] that we have on the ship, both active duty and the civil service mariners," said Colon. "They are incredible people, and we really work hard together."

Overall, 19 awards were presented

for outstanding safety achievements in 2010. The *Land* earned the Secretary of the Navy Safety Excellence Award in the afloat, auxiliary category.

According to the Navy, eligibility for SECNAV awards hinges on first receiving a Chief of Naval Operations (CNO) Afloat Safety Award, presented yearly. In addition to the *Land*, two other SIU-crewed vessels – the roll-on/roll-off ship *USNS Pomeroy* and the ammunition ship *USNS Flint* – earlier this year earned the CNO recognition. That means they have the right to display the Navy's green safety "S" on the ships' bulwarks.

Mabus described the SECNAV awards as "prestigious." Addressing the recipients in a pre-event announcement, he wrote, "Safety and risk management are intrinsic to effectively prepare for

and complete our mission, whether at home or deployed in harm's way. Your safety accomplishments are proof-positive of your mission-first, safety-always command culture and your commitment to each other, to safety excellence, to the nation and to the advent of the Department of the Navy as a world-class safety organization."

Rear Adm. Mark H. Buzby, commander, U.S. Military Sealift Command, also attended the award ceremony.

The Navy reported that the *Land* "earned the recognition by aggressively seeking new opportunities to promote shipboard safety. For example, the crew independently aired safety videos on the ship's closed-circuit system and created and filmed a training video to prevent injuries during operations where crew members are doing physical lifting,

which is historically one of the most persistent threats to ship safety."

"These awards promote safety and motivate other crews on other MSC ships to earn the same recognition," said Kevin Kohlmann, MSC safety officer. Specifically focusing on mariners from the *Flint* and *Pomeroy*, Kohlmann added, "The way those crew members took the initiative toward safety and developed their own programs aboard these ships truly made them stand out."

The *Flint's* major safety initiatives "successfully coped with the unique challenge of heat stress while operating for months in the Arabian Gulf," according to MSC, while the "*Pomeroy's* contributions to shipboard safety included implementing 'Safety Sunday,' a weekly program dedicated to training and equipment checks."

Retired Official Gill Dies at 84

Frank Gill Sr., who served the SIU and its affiliate unions for decades, died July 1 in Long Beach, Calif. He was 84.

A U.S. Merchant Marine veteran of World War II, Gill started working for the Marine Cooks and Stewards in 1962. That union merged into the SIU in 1978; Gill served both organizations as well as the SIU-affiliated United Industrial Workers (UIW) as an organizer and representative. He officially retired in 1991 but continued offering his help until 2001.



Gill sailed in World War II and the Korean War before coming ashore to work as a union representative.

UIW West Coast Vice President Herb Perez knew Gill for more than 30 years.

"He gave me a lot of guidance," Perez recalled. "I met Frank in 1980 on an organizing campaign in California, out in Marina del Rey. He was a good organizer and leader. Frank worked hard; he loved his union and enjoyed life to the utmost."

Perez also remembered a challenging assignment in 1982 when Gill put together a team to fight for UIW members in the U.S. Virgin Islands whom the government owed more than three years of wage increases. Gill's efforts helped secure more than \$6 million in back pay for the membership, Perez said.

Retired SIU Dispatcher Jesse Solis grew up with Gill in Brownwood, Texas, and the two remained close friends.

"He was very intelligent when it came to organizing and very well-liked," Solis stated. "He did a lot of good for the union. I learned a lot from him about standing up for the members and saving jobs for seamen."

Solis remembered an incident in late 1967, when

Gill was trying to help organize the *Queen Mary* (currently a floating, UIW-contracted hotel based in Long Beach, Calif.). Gill jumped into the water, and his image was captured by a magazine photographer.

"He made history with the *Queen Mary*," Solis said. "Here was a 300-lb. seaman with a picket sign stopping a ship. That became well-known all over the country. It was quite a thrill."

Frank Gill Jr., an active SIU member who sails with Crowley on the West Coast, described his father as "very intelligent, fun-loving and street-wise. He could be tough, too – he was a boxer and he could take care of himself. But he just loved people around him and loved to party. He was full of life, loved to laugh."

"Later on, your parents become your friends," he continued. "My dad was one of my best friends if not my best friend. We spent a lot of time together, going places and doing things. We were close."

Frank Gill Sr. was laid to rest at Green Hills Cemetery in Rancho Palos Verdes, Calif.



In late 1967, Gill (foreground) put up a unique picket by the *Queen Mary*. The organizing drive proved successful.



The SIU-crewed *USNS Bowditch* is operated by 3PSC.

USNS Bowditch Participates In Noble Vietnam Mission

The SIU-crewed survey ship *USNS Bowditch* participated in an important mission off the coast of Vietnam this past June.

The mission, conducted by the U.S. Joint POW/MIA Accounting Command (JPAC) and the Vietnamese Office for Seeking Missing Persons, was formulated to find crash sites and account for missing soldiers from the Vietnam War era.

In addition to helping to provide closure on a difficult period in American history, the bilateral mission served to strengthen ties between Vietnam and the United States.

"This joint U.S.-Vietnam mission to investigate underwater crash sites is using one of naval oceanography's world-class survey ships to augment the efforts of JPAC," said Navy Rear Adm. Jonathan White, commander, Naval Meteorology and Oceanography Command. "The level of cooperation is a great example of the strengthening relationship between our two nations."

"The synergy amongst the U.S. and Vietnamese team has been superb," said Ron Ward, JPAC team leader. "The Vietnamese government has been very flexible throughout the mission in allowing us to collect as much data as possible."

Operated by 3PSC, the *Bowditch* participated in 15 surveying missions off the coasts of Da Nang City, Quang Nam,

Thua Thien-Hue and Quang Tri provinces.

The vessel used state-of-the-art technology to locate downed planes, ships, and other military equipment that were lost in military actions during the Vietnam War. After the data is collected and analyzed, a team of scientists and military personnel decide whether to conduct further research or attempt to excavate and retrieve the equipment. The vessel is also used for physical oceanography, hydrography, and geophysics in other circumstances.

The importance of the mission to so many Americans proved inspirational to mariners aboard the ship.

"For the crew of the *Bowditch*, it has been a rewarding experience working with the JPAC and Vietnamese liaisons to complete a mission that has so much meaning to the American people," Capt. Mike Farrell, master of the vessel, said.

SIU members who contributed to the mission included Bosun **Marco Figueroa**, ABs **Stephen Hammelman**, **Alan Jacobson** and **Tyler Peyton**, STOS **Reynaldo Radoc**, MDRs **Peter Shaffer** and **Steven Tatumcfield**, Chief Storekeeper **Todd Easley**, JE **Joey Acedillo**, QE **Charles Kirksey**, GUDE **Rodante Niebres**, GVA **Francisco Ocado**, Chief Steward **Ronaldo Torres**, Chief Cook **Marta Williams** and SAs **Sabrina Long** and **Brenda White**.

Coast Guard Change of Command in Houston



SIU VP Gulf Coast Dean Corgey (right) and SIU Houston Port Agent Mike Russo (left) were on hand June 29 for a U.S. Coast Guard (USCG) change-of-command ceremony. Capt. James Whitehead (second from left) is the new commanding officer of Coast Guard Sector Houston-Galveston; he succeeded Capt. Marcus Woodring (second from right). "We have enjoyed an excellent working relationship with Captain Woodring and look forward to working with Captain Whitehead," Corgey said. "We will continue working with Captain Woodring as he accepts his next assignment as senior director of port security and emergency operations for the Port of Houston Authority."

Maersk Mariners Earn Awards For Shipboard Safety Practices

As part of an ongoing safety program, Maersk Line, Limited offers cash awards each month to mariners who demonstrate outstanding shipboard practices. In particular, Maersk recognizes mariners who identify potential hazards and take corrective action to prevent injuries. These photos show some of the recent recipients.



USNS Effective Capt. Barnett (center) presents crew recognition awards to SA Elizabeth Byrd (left) and Oiler Peter Dadzie for their constant attention to safe working practices and quality of life for their shipmates.



Chief Steward Luis Caballero from the *Alliance Norfolk* was credited for "maintaining a high safety standard in the common spaces aboard. He is always aware of potential hazards and works hard to make sure the risks are reduced."



Aboard the *USNS Able*, Oiler Patrick Milton received kudos – and cash – for discovering a minor leak and preventing it from becoming a major problem in the port pump room.



Electrician Andrew Linares (right) receives a \$100 award from Chief Mate Buddy Fisher for his strong dedication to safety aboard the *Sealand Comet*.



DEU Hassan Mohamed (left) is congratulated by Chief Engineer Bozidar Balic aboard the *Sealand Comet* for his ardent commitment to safety.

NOAA Vessel Starts Historic Arctic Circle Mission

Seafarers in the union's Government Services Division last month recorded their names in history when they set sail on a mission to collect hydrographic survey data in remote areas of the Arctic where depths have not been measured since before the U.S. bought Alaska in 1867.

Serving as crew members aboard the 231-foot National Oceanographic and Atmospheric Administration (NOAA) survey ship *Fairweather*, the mariners departed Kodiak, Alaska, July 7 for a two-month voyage that would take them to waters in Kotzebue Sound, a regional distribution hub in northwestern Alaska in the Arctic Circle.

After arriving at their destination, NOAA personnel aboard the *Fairweather* will conduct hydrographic surveys covering 402 square nautical miles of navigationally significant waters.

Hydrography is the science that deals with the measurement and description of the physical features of bodies of water and their littoral land areas. Special emphasis is usually placed on the elements that affect safe navigation and the publication of such information in a suitable form for use in navigation. Data collected during *Fairweather's* mission will

be used to update nautical charts to help mariners safely navigate this important but sparsely charted region, which is now seeing increased vessel traffic because of the significant loss of Arctic sea ice.

"The reduction in Arctic ice coverage is leading over time to a growth of vessel traffic in the Arctic, and this growth is driving an increase in maritime concerns," explained NOAA Corps Capt. David Neander, commanding officer of the *Fairweather*. "Starting in 2010, we began surveying in critical Arctic areas where marine transportation dynamics are changing rapidly. These areas are increasingly transited by the offshore oil and gas industry, cruise liners, military craft, tugs and barges, and fishing vessels."

The *Fairweather* and her survey launches are equipped with state-of-the-art acoustic technology to measure ocean depths, collect 3-D imagery of the seafloor, and detect underwater hazards that could pose a danger to surface vessels. The ship itself will survey the deeper waters, while the launches work in shallow areas.

The city of Kotzebue, located on the shores of Kotzebue Sound at the tip of Baldwin Peninsula, serves as a supply



The Seafarers-crewed *Fairweather* is gathering important data for the National Oceanographic and Atmospheric Administration.



The *Fairweather*, carrying shoreline mapping boats and equipped with the latest echo sounding technology, heads to the Arctic to re-survey areas where depths were last charted more than a century ago. (Photo courtesy NOAA)

hub for 11 Arctic villages and cannot currently accommodate deep draft vessels. Those vessels must now anchor 15 miles offshore, and cargo is brought to shore by shallow draft barges. This summer's survey will also address a request for bathymetry to support navigation and installation for an offshore lightering facility used for heating and fuel oil. An up-to-date NOAA chart, using data acquired from surveys with modern high-resolution sonar technology, can improve the efficiency – and safety – at this important location.

Modern U.S. navigational charts are the best in the world, and are updated regularly by NOAA's Office of Coast Survey. However, they are only as good as the data available, and many of the soundings on today's Arctic charts were acquired in the 1800s with a weighted lead line, an antiquated technique. In addition to surveying critical areas with modern multi-beam sonar technologies, NOAA has initiated a major effort to update nautical charts that are inadequate for today's needs, such as the deep draft vessels looking to exploit an open trade route through the Arctic. NOAA's Arctic Nautical Charting Plan, issued last month, prioritizes charts that need updating.

"NOAA's Arctic surveys and charting plan identify the additional hydrographic

coverage necessary to support a robust maritime transportation infrastructure in the coastal areas north of the Aleutian Islands," said NOAA Corps Capt. Doug Baird, chief of NOAA's Marine Chart Division in the Office of Coast Survey. "With the resources we have available, we are building the foundation to meet the burgeoning demands of ocean activities around Alaska's waterways."

The *Fairweather*, one of NOAA's three Seafarers-crewed ships dedicated to hydrographic surveying, is part of the NOAA fleet of research ships operated, managed and maintained by NOAA's Office of Marine and Aviation Operations. She is crewed in part by commissioned officers of the NOAA Corps and civilian mariners attached to the SIU's Government Services Division.

NOAA's Office of Coast Survey, originally formed by President Thomas Jefferson in 1807, updates the nation's nautical charts, surveys the coastal seafloor, responds to maritime emergencies and searches for underwater obstructions and wreckage that pose a danger to navigation.

NOAA's self-described mission is to understand and predict changes in the Earth's environment, from the depths of the ocean to the surface of the sun, and to conserve and manage our coastal and marine resources.

Medical Services Provided to 45,000



The Seafarers-crewed hospital ship *USNS Comfort* by mid-July was more than two thirds of the way through its five-month humanitarian mission, Continuing Promise 2011. According to the U.S. Military Sealift Command, the vessel and its mission team have visited Colombia, Ecuador, Jamaica, Guatemala, Nicaragua, Peru and El Salvador. Medical services have been provided to more than 45,000 patients. In photo at left, Commodore Brian Nickerson (fourth from right, below the "2011" in background), mission commander for Continuing Promise 2011, leads military members of the Attaché Association from Central and South America on a tour of the ship. In the other image, a U.S. Navy Sailor stands watch. Both photos were taken in El Salvador. Members of the SIU Government Services Division fill the unlicensed slots aboard the *Comfort*. (U.S. Navy photos by Mass Communication Specialist 2nd Class Eric C. Tretter)



TALKIN' UNION IN TACOMA – Seafarers and SIU officials recently met in Tacoma, Wash., where they informally caught up on the latest union and industry news. Pictured from left to right are members Steve Hynes and Brenda Kamiya, SIU President Michael Sacco, members John Turner, Vern Poulsen and Jim Dandy, SIU Exec. VP Augie Tellez and SIU VP West Coast Nick Marrone.



RETIREE DONATES FLAG – Longtime Seafarer Nick Enna (left) recently donated a U.S. Merchant Marine flag for display at the union hall in New Orleans. Thanking him for the flag is Port Agent Chris Westbrook. Enna started his SIU career in 1966 on the *Southwestern Victory* and then transitioned to the inland division; he retired from Crescent Towing in 2000.

At Sea & Ashore With the SIU



SBX DECK GANG – SIU Tacoma Safety Director Ryan Palmer (third from left) chatted with Seafarers aboard the SBX in early June while the unique vessel was in the Vigor (formerly Todd Pacific) Shipyard in Seattle. Standing left to right in the photo above are OS Alexis Bonilla, AB Victor Mariano, Palmer, Bosun Weldon Hebllich, OS Nofaalii Aiaga and AB Matthew Martinson.



ABOARD MAERSK UTAH – Recertified Steward Daniel Wehr submitted these pictures from a recent voyage on the *Maersk Utah*. Pictured from left to right in photo above are Wehr, Chief Cook Ben Advincula and SA Hande Nor. With Wehr in the photo at right is QMED/Electrician Eric Bain ("EB" to his friends).



CHECKING IN FROM COAST RANGE – Recertified Bosun Gregory Jenkins mailed these snapshots from the last voyage of the *Coast Range*. Shown in the group photo above are the bosun, ABs Michael Cousin, Gerren Jenkins, Shawn Abdullah, Rick Wiemer and Dan Davison and DEU Victor Arzu Martinez. Standing left to right in the photo below are QMED/Pumpman Edward Self, Chief Pumpman Travis Rose and 1st Asst. (and SIU Hawsepiper) James Gushee. The photo at right shows AB Tibby Clotter slushing wire, assisted by Jenkins.



LOADING MILITARY CARGO – These photos were taken in late June in Concord, Calif., where the *Black Eagle* was loading military cargo following a grain run to various ports in Africa. The vessel, operated by Red River Shipping, was activated from reserve status in January. Pictured in the photo above are (back row, from left) STOS Marino Macadaan, Bosun Reynaldo Nuqui, Steward/Baker Hector Sahagun, Recertified Steward Joseph Gallo, AB Kevin White, AB Jose Tagle, (front) STOS Nestor Pascual and Patrolman Nick Marrone II. After servicing the vessel, Marrone noted, "The crew was great and only had good things to say about one another."





After donning their respective personal flotation devices, class members await their turns boarding the raft.



SIU Instructor Wayne Johnson (left) and Deck Utility Robert (Bob) Stone conduct respiratory fit testing.

Crowley Crews To At Union-Affiliated

Maritime safety is a deeply entrenched hallmark in the transportation industry. No one knows this better or takes it more seriously than SIU members and the owners and operators of the vessels aboard which they sail.

Putting this point into practice while concurrently driving home the notion that "Safety is Not Silent," union-contracted Crowley Maritime Corporation earlier this year rolled out a U.S. Coast Guard (USCG) approved safety training program which is being conducted at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Dubbed the Crowley Safety Program (CSP), the course is two days in duration, satisfies USCG Basic Safety Training (BST) Refresher requirements, and is designed for licensed and unlicensed Crowley mariners. Attendance at the CSP is supported by the SIU and will ensure all mariners meet STCW requirements for BST Refresher and the renewal of their certificates with the USCG. Being present for both days of training also is required in order to receive CSP certificates.

The course's Piney Point curriculum consists of classroom and hands-on training in personal safety and social responsibilities, personal survival and elementary first aid. Besides meeting BST Refresher requirements, the CSP affords Crowley mariners the opportunity to receive additional training and information in other regulatory, health, and safety topics such as spill response, leadership skills, respiratory fitness and others.

"Crowley is excited to be rolling out a training program that has been successful on the West Coast for a few years," said Sarah Scherer, who serves as the CSP instructor at Piney Point. Scherer is Crowley's Maritime training manager, East and Gulf Coasts.

"We are happy for the opportunity to provide a course that goes beyond the training requirements," she said, "knocking out USCG and Coast Guard requirements, having discussions and doing hands-on best practices and to enhance the program by combining technical safety training and leadership culture will take the competency and professional development of our crews to the next level." "The most important part of the program is that our crews get to come together side with the folks they work with," she said. "We believe that attending this course they actually work with the Crowley safety culture."

Paul Hall Center Vocational Training Center, which Scherer noted has developed into a process that encourages everyone to produce a positive safety culture.

Jacksonville-based Crowley Maritime Company of the 119-year-old Crowley Maritime Company privately held family and enterprise provides marine solutions, transportation. Within its six operating lines, Crowley provides liner container and break-bulk shipping and transportation; handling and energy support; salvage and marine management; vessel construction and repair; petroleum and chemical transportation. For more information visit: www.crowley.com



Crowley mariners brainstorm during an exercise on "What makes up a good emergency drill?" during a safety briefing and preparation for conducting a real man overboard drill.



Utility Sonny Perez-Gonzalez (left); Ira Douglas, director Marine Personnel; Deck Utility Eugene Arcand; and Margaret Reasoner, director, Corp Marine Personnel practice donning their survival suits in less than two minutes.



Training Manager Sarah Scherer (left) and Master Andrew Ashworth prepare to throw a lifering.

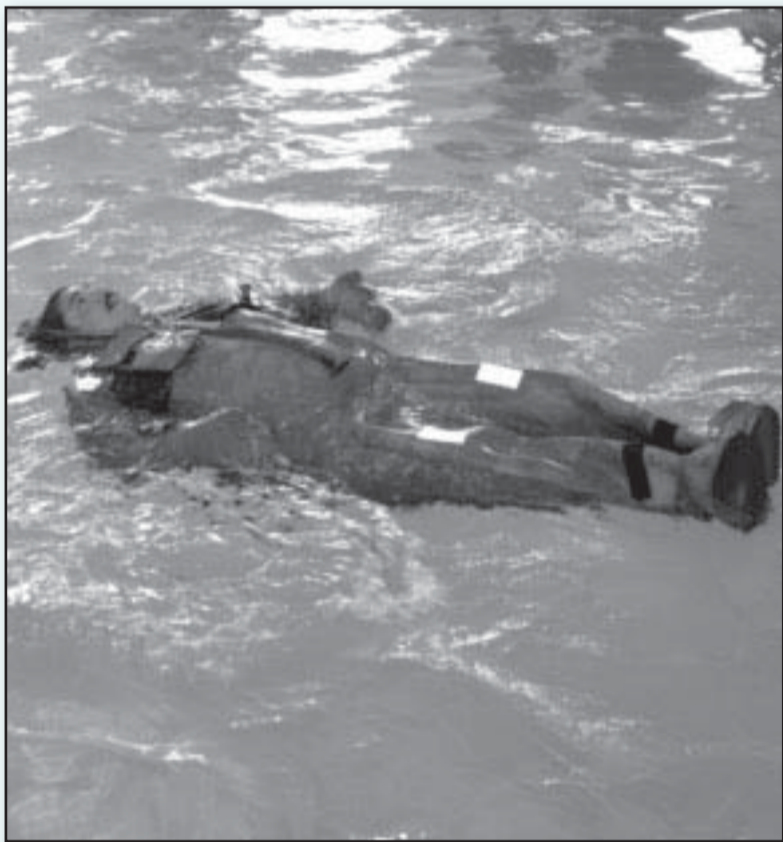
Tackle Safety Training at Paul Hall Center

the opportunity to partner with SIU to goes above and beyond our regulatory she continued. "We are proactively and OSHA required training topics and doing exercises to highlight Crowley's enhance our safety culture. We believe that safety training with elements of our safety will take our mariners to another level of professionalism out on our boats.

part of the Crowley Safety Program is come together and actively learn side-by-side work with on a regular basis," Scherer attending the course next to the mariners with builds teamwork and boosts the

ocational Director J.C. Wiegman con- tending, "The Crowley CSP program has s that creates a total safety culture. The everyone participate in this program will y outcome that benefits everyone."

Crowley Holdings Inc., a holding com- d Crowley Maritime Corporation, is a nd employee-owned company that pro- , transportation and logistics services. g lines of business, the company offers k-bulk shipping; logistics; contract tow- harbor ship assist and tanker escort; e and emergency response; vessel man- ction and naval architecture, and petro- r transportation, distribution and sales. For www.crowley.com



Crowley Director of Engineering Paul Vidal (left) and Training Manager Sarah Scherer watch mariners undergo personal survival skills testing. In photo at left, Master Hector Guzman swims the length of the pool while wearing a survival suit.



ill?" In photo at right, they receive



AVIS
 1-800-698-5685
 Reference union
 I.D. # B723700

National
 1-877-227-7368
 Reference union
 I.D. # 5029562

Budget
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 I.D. # V816100

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September & October 2011 Membership Meetings

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

* Piney Point change created by Labor Day holiday
** Houston change created by Columbus Day holiday

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

Dispatchers' Report for Deep Sea

June 16, 2011 - July 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	21	10	0	16	11	0	0	20	9	1
Anchorage	0	0	1	0	1	0	1	1	3	1
Baltimore	3	4	1	3	6	2	1	5	7	0
Fort Lauderdale	16	8	1	12	12	2	13	26	16	0
Guam	1	4	0	1	2	0	0	5	5	0
Honolulu	8	3	0	9	5	0	4	8	4	1
Houston	61	11	3	40	15	0	23	85	30	6
Jacksonville	28	35	4	20	18	3	16	57	49	6
Joliet	7	5	0	4	6	2	0	4	4	1
Mobile	8	7	1	8	5	0	4	18	11	2
New Orleans	16	6	2	14	2	0	4	21	11	3
New York	48	28	2	34	16	1	21	84	34	3
Norfolk	17	24	4	8	16	3	3	33	36	8
Oakland	28	15	1	15	8	1	15	48	23	2
Philadelphia	6	4	0	1	2	0	3	13	7	0
Piney Point	1	3	0	0	2	0	0	4	2	0
Puerto Rico	6	6	0	2	8	0	7	14	8	0
Tacoma	38	14	1	17	14	4	13	65	24	4
St. Louis	3	2	0	2	2	0	1	2	2	0
Wilmington	30	14	4	20	13	0	15	58	35	6
TOTALS	346	203	25	226	164	18	144	571	320	44
Engine Department										
Algonac	5	3	1	2	2	1	0	6	3	0
Anchorage	0	1	0	0	1	0	0	0	1	0
Baltimore	3	8	0	3	5	0	2	4	3	0
Fort Lauderdale	6	7	0	7	2	0	5	15	12	0
Guam	3	0	1	1	0	0	0	5	1	1
Honolulu	6	6	1	7	3	0	2	17	9	0
Houston	14	17	1	10	9	0	6	35	20	2
Jacksonville	16	24	0	14	13	0	8	30	34	1
Joliet	0	2	1	2	2	0	0	2	1	1
Mobile	7	2	0	3	3	1	0	13	5	0
New Orleans	10	3	2	5	1	2	3	11	4	0
New York	17	5	1	9	5	0	6	28	13	3
Norfolk	9	16	1	9	13	0	4	16	25	2
Oakland	9	12	1	5	3	0	5	15	22	2
Philadelphia	2	5	0	2	2	0	1	1	8	0
Piney Point	1	4	0	0	2	0	0	1	3	0
Puerto Rico	3	8	0	2	4	0	2	6	12	0
Tacoma	17	12	0	11	9	0	9	23	16	1
St. Louis	0	0	0	0	1	0	0	2	1	0
Wilmington	8	18	1	5	10	1	7	16	24	2
TOTALS	136	153	11	97	90	5	60	246	217	15
Steward Department										
Algonac	4	3	1	2	2	1	0	4	3	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	2	1	0	2	3	0	2	5	1	0
Fort Lauderdale	11	6	0	7	6	0	7	14	7	0
Guam	0	1	0	2	0	0	0	1	2	0
Honolulu	7	2	1	5	2	0	2	18	1	1
Houston	15	8	0	13	4	0	6	32	13	0
Jacksonville	11	6	0	11	4	0	7	25	8	2
Joliet	0	3	0	1	2	0	0	0	2	0
Mobile	9	0	0	4	0	0	3	7	1	0
New Orleans	5	2	0	5	1	1	1	7	4	2
New York	15	4	0	17	2	0	7	29	10	0
Norfolk	8	15	0	12	14	0	8	13	20	1
Oakland	16	2	1	17	0	0	11	26	6	1
Philadelphia	6	2	0	1	1	0	1	7	2	0
Piney Point	4	3	0	1	0	0	0	6	4	0
Puerto Rico	3	0	0	1	2	0	3	4	4	0
Tacoma	20	5	0	13	3	0	9	31	7	0
St. Louis	0	0	0	0	0	0	0	2	2	0
Wilmington	28	4	3	19	0	1	13	39	5	3
TOTALS	164	67	6	133	46	3	80	270	102	10
Entry Department										
Algonac	1	5	13	2	6	7	2	1	10	23
Anchorage	0	0	1	0	0	0	0	0	2	2
Baltimore	1	2	4	2	2	3	0	1	2	4
Fort Lauderdale	1	12	4	0	4	0	0	1	18	12
Guam	0	1	0	0	1	1	0	0	2	0
Honolulu	1	9	7	1	1	2	0	3	14	7
Houston	1	14	3	5	7	0	2	1	30	11
Jacksonville	2	25	16	3	11	4	6	4	44	21
Joliet	0	3	1	0	1	1	0	0	2	1
Mobile	0	2	0	1	5	0	1	1	5	1
New Orleans	1	6	3	1	1	0	1	1	8	6
New York	6	34	6	4	10	2	2	15	68	14
Norfolk	0	17	19	0	10	4	2	0	34	36
Oakland	0	18	10	1	10	0	2	4	30	18
Philadelphia	0	2	1	0	0	1	1	0	4	2
Piney Point	0	19	11	0	14	14	4	0	7	0
Puerto Rico	1	0	0	0	0	0	0	1	2	4
Tacoma	2	11	7	6	11	4	5	6	16	16
St. Louis	0	1	0	0	0	0	0	0	2	1
Wilmington	6	19	9	0	13	0	3	16	27	17
TOTALS	23	200	115	26	107	43	31	55	327	196
GRAND TOTAL:	669	623	157	482	407	69	315	1,142	966	265

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Santurce, PR 00907
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(310) 549-4000



Inquiring Seafarer

Editor's note: This month's question was answered by members at the hall in Wilmington, Calif.

Question: What was one of your most memorable voyages, and what made it so?

Noel Camacho
AB

My most memorable voyage was in 2005 aboard the SS *Petersburg*, taking it to a



shipyard in Singapore. I was on the gangway when I saw a guy in the distance who looked familiar. I didn't realize it right away but he was my brother; I hadn't seen him in 13 years. He was a mariner, too. We both came from the Philippine Islands; I emigrated from there to the U.S., but he stayed. Anyway, he spent that day with me aboard my ship and we spent the next day on his ship. We sailed the next day.

Adel Irani
AB

It was my first trip with the SIU, sailing as an OS on a grain ship that took us all over Africa. I was delighted to



see Africa for the first time in my life, and the SIU made it possible. I saw pygmies on the Congo River; it was fabulous. That ship, the SS *Cleveland*, also took me to Eastern Europe – Estonia, Odessa, and that was fantastic, too. I stayed on that ship nine months straight and I'm still so appreciative.

Peter Schuetz
Chief Cook

My last ship was a really good trip, the SS *Lihue*. I was the chief cook and the day before we got to Hawaii, we had a barbecue and every-



body had a good time. We had shrimp and deviled eggs and potato salad and cookies, and the camaraderie was outstanding. I've been sailing since 1988 and have been really lucky – no close calls. The good Lord has protected me very well.

Walter Harris
SA

When we took the *Cape Isabel* to Australia, we had about 14 military guys aboard. We dropped them off



and it was a big experience for me. I really enjoyed that trip. On the way back, we went through Hawaii and we caught a marlin – it must have been 25-30 feet. We were barbecuing at the time, and we pulled in that marlin and threw it on the grill. I'm looking to get out again and go to Australia. They love Americans over there – they treated us well.

Richard Walker
Chief Cook

My most memorable voyage

was in August of 2001. We delivered one of Matson's ships to China for repair, to the shipyard. My passport had been washed but it wasn't mangled. But when I went to China on this particular trip and went to fly out afterward, they rejected my passport. I had to go back to the ship, which was four hours away. I'd gotten all the way to Shanghai and was ready to go home. (The ship was in Nantong.) Back in Shanghai, they tell me they can't give me a passport because I'm behind in child support, which I absolutely was not, but what can you do? I got my wife and a congresswoman involved, and they proved that not only was I not behind, I had overpaid. The union and Matson Navigation took good care of me throughout. The union was calling me every day and was there 100 percent of the way. I was there for 28 days. We eventually got everything straight.



Pic-From-The-Past



This file photo from a 1955 edition of the LOG shows "picnic committeemen" who contributed to the success of the fourth annual picnic staged by SIU crew members from the *Del Sud*. According to the original caption, Seafarers, family members and friends gathered at Audubon Park in New Orleans. Helping transport food and drink to the site were (kneeling, from left) Seafarers Arthur Maillet, Dave Witty, (standing) Frank Calascione, Louis Guarino, V.J. Tozel and L.B. Miller.

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

STEPHEN CASTLE

Brother Stephen Castle, 62, signed on with the Seafarers in 1967. He originally worked aboard the *Inger*. In 1985 and 2001, Brother Castle took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. His final voyage was on the *Horizon Tacoma*. Brother Castle sailed in the deck department. He was born in Los Angeles and now makes his home in Suquamish, Wash.



RAY GARCIA

Brother Ray Garcia, 65, began sailing with the SIU in 1978 from the port of San Francisco. He sailed in the steward department. Brother Garcia's earliest trip was on the *Maryland*. He attended classes on numerous occasions at the Piney Point school. Brother Garcia most recently shipped aboard the *Ewa*. He is a resident of his native state, California.



ALI HYDERA

Brother Ali Hydera, 62, became a Seafarer in 1978. His first ship was operated by Connecticut Transport Inc. Brother Hydera was born in Yemen and worked in the steward department. His most recent trip was aboard the *Maersk Ohio*. Brother Hydera lives in Hoboken, N.J.

ZINNONNON JACKSON

Brother Zinnonnon Jackson, 69, joined the SIU ranks in 1990. He was initially employed on the *USNS Assurance*. Brother Jackson was a deck department member. The Alabama native's final trip was aboard the *El Faro*. Brother Jackson upgraded in 1992 at the maritime training center in Piney Point, Md. He calls Mobile home.



RICHARD LEWIS

Brother Richard Lewis, 60, donned the SIU colors in 1969. His earliest trip was on the *Cantigny*. Brother Lewis upgraded often at the Seafarers-affiliated school. His most

recent trip was aboard the *Maersk Idaho*. Brother Lewis, who sailed in the deck department, lives in Elgin, Texas.



JOSEPH LOYAL

Brother Joseph Loyal, 58, began shipping with the Seafarers in 1990. His first trip to sea was on the *USNS Kane*. Brother Loyal worked in the deck department. He attended classes in 2010 at the Piney Point school. Brother Loyal's final voyage was aboard the *Horizon Hunter*. He is a resident of Lubbock, Texas.



TERRY MOUTON

Brother Terry Mouton, 67, joined the union in 1969, originally sailing on the *Columbia Trader*. He enhanced his skills on two occasions at the Paul Hall Center. A member of the engine department, Brother Mouton most recently worked aboard the *Cyprine*. He makes his home in New York.

CHARLES REEVE

Brother Charles Reeve, 65, was born in Peoria, Ill. He signed on with the SIU in 2004. Brother Reeve initially worked on the *American Tern*. In 2004, he upgraded at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. The deck department member's final trip was with Ocean Shipholdings Inc. Brother Reeve lives in McHenry, Ill.

STEPHEN THOMPSON

Brother Stephen Thompson, 58, became a Seafarer in 1974. His earliest voyage was on the *Saugatuck*. On numerous occasions, Brother Thompson took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. He last sailed with Penn Maritime Inc. Brother Thompson was a member of the deck department. He settled in Pensacola, Fla.



INLAND

BRUCE CARTER

Brother Bruce Carter, 62, started his SIU career in 1984. The

engine department member was born in Michigan. Brother Carter worked aboard Crowley Towing & Transportation of Jacksonville vessels. He resides in Florida.



GUSTAVO FLORES

Brother Gustavo Flores, 66, began sailing with the union in 1970. He initially worked with Michigan Tankers Inc. In 1993, Brother Flores upgraded his skills at the Piney Point school. His final trip was on a Moran Towing of Texas vessel. Brother Flores is a resident of Port Arthur, Texas.

GEORGE HABIGER

Brother George Habiger, 62, donned the SIU colors in 1996. He originally worked in the deep sea division aboard the *Ambassador*. Brother Habiger was born in Palm Springs, Fla. He was a member of



the engine department. Brother Habiger last shipped with Moran Towing of Texas. He now calls Middleburg, Fla., home.

ALFRED HUNTINGTON

Brother Alfred Huntington, 56, signed on with the SIU in 1989. He was first employed on a vessel operated by G&H Towing Company. Brother Huntington sailed in the engine department. He attended classes at the Seafarers-affiliated school in 2001. Brother Huntington most recently worked on the *Terrapin Island*. He makes his home in Freer, Texas.



LARRY JAMIESON

Brother Larry Jamieson, 60, became a union member in 1979 while in the port of Wilmington, Calif. He initially worked with Crowley Towing & Transportation. Brother Jamieson shipped in both the steward and deck departments. In 2004, he took advantage of educational opportunities at the maritime training center in Piney Point, Md. Brother Jamieson's final ship was the

Resolve. He lives in Webbville, Ky.

MELVIN POTTER

Brother Melvin Potter, 63, started sailing with the SIU in 1965. The steward department member's earliest trip was aboard an RK Davis Transportation vessel. Brother Potter's last ship was operated by Express Marine Inc. He is a resident of Belhaven, N.C.

JOHN REBER

Brother John Reber, 69, joined the SIU in 1992. He was primarily employed with Allied Transportation Company during his seafaring career. Brother Reber was an engine department member. He enhanced his skills on three occasions at the Paul Hall Center. Brother Reber resides in Wanchese, N.C.

GREAT LAKES

FRED HART

Brother Fred Hart, 68, started shipping with the union in 1998. He initially sailed aboard the *JAW Iglehart*. Brother Hart shipped in the engine department. His last trip was on the *Alpena*. Brother Hart resides in Michigan.



This Month In SIU History

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

1939

In an effort to retain the watertenders aboard the ships of the Lykes Brothers fleet, the SIU struck the *S.S. Liberty Bell* and the *S.S. Jolee* in Houston and Corpus Christi. The SIU knew that if Lykes Brothers could sail their ships without watertenders, it would be only a question of time before other companies would do likewise.

1948

The Seafarers International Union was certified this week as the bargaining agent for unlicensed crewmen on ships belonging to the Cuba Distilling Company. On receipt of the certification, SIU headquarters sent a memorandum to the company asking the immediate commencement of contract negotiations. Cuba Distilling was first contracted in 1938. However, the company's small fleet of ships was sunk during the war and the company went out of business. Upon its return last winter with new ships, company officials maintained that no agreement with the SIU existed since the last one negotiated had lapsed.

1982

Vice Admiral Kent J. Carroll, head of the

Military Sealift Command, told an audience at Southwestern Michigan College recently that America's defense capability will remain vulnerable so long as the American-flag merchant marine is allowed to deteriorate. Carroll pointed out that 90 percent of all military cargo and manpower would have to be carried by sea in an extended conflict. Carroll called upon the government, the maritime industry, and the maritime labor unions to get together to come up with a viable plan to restore the American-flag merchant marine to its former glory.

1997

Delegates representing the affiliated organizations of the Seafarers International Union of North America, during the SIUNA's 23rd convention, called for actions to revitalize the U.S.- and Canadian-flag merchant marines, improve the living standard of America's working families, maintain an effective political presence at the local, state, and federal levels, and organize new members. President Michael Sacco reminded delegates that they must continue waging the political fight to preserve the Jones Act with the same energy and determination they applied towards the recent, successful Maritime Security Program (MSP) battle. These areas are the focus for the SIU's goals of "full ahead" into the 21st century.



Final Departures



DEEP SEA

WILLIAM CARD

Brother William Card, 61, passed away March 7. He joined the Seafarers in 1968. Brother Card's first ship was the *Geneva*; his last was the *Horizon Producer*. Brother Card sailed in the deck department. He was a resident of Ponte Vedra, Fla.



CLAYTAIN CARR

Brother Claytain Carr, 65, died March 9. He became an SIU member in 2006. Brother Carr initially sailed aboard the *Overseas New Orleans*. He worked in the engine department. Brother Carr's final trip was on the *Overseas Nikiski*. He called Las Vegas home.

JOSEPH CONLIN

Brother Joseph Conlin, 55, passed away March 10. He began shipping with the union in 1980. Brother Conlin worked in both the deep sea and inland divisions. His earliest trip to sea was aboard the *Economy*. Brother Conlin was a New York native. He last sailed on the *Padre Island*. Brother Conlin, a member of the deck department, made his home in Tampa, Fla.

CHRISTOPHER COTE

Brother Christopher Cote, 41, died February 21. He started his seafaring career in 1989 while in the port of San Francisco. Brother Cote originally sailed aboard the *USNS Wyman*. He was born in Massachusetts. Brother Cote was a member of the steward department. He most recently shipped on the *Pacific Collector*. Brother Cote settled in Oakland, Calif.

CATALINO DIAZ

Pensioner Catalino Diaz, 69 passed away February 1. Brother Diaz joined the SIU in 1970 in the port of New York. His initial voyage was aboard the *Halcyon Panther*. Brother Diaz, who sailed in the steward department, was born in Puerto Rico. His final trip was on the *Horizon Producer*. Brother Diaz retired in 2006 and continued to reside in Puerto Rico.



HARRY DURACHER

Pensioner Harry Duracher, 73, died March 10. Brother Duracher first donned the SIU colors in 1957. His earliest trip was aboard the *Del Sud*. Brother Duracher, a member of the deck department, was born in Louisiana. He last worked on the *Stonewall Jackson*. Brother Duracher began collecting his retirement compensation in 1990. He was a resident of Bush, La.



JOHN FREY

Brother John Frey, 56, passed away January 12. He signed on with the union in 2004 while in Piney Point, Md. Brother Frey's first ship was the *USNS Denebola*; his last was the *Flickertail State*. He was born in Baltimore. Brother Frey, who sailed in the deck department, lived in Berlin, Md.

THEODORE HAWKINS

Pensioner Theodore Hawkins, 81, passed away March 11. Brother Hawkins joined the union in 1968 while in the port of San Francisco. He originally worked aboard the *Asbury Victory*. The engine department member's last trip was on the *Lt. Col. Calvin P. Titus*. Brother Hawkins was born in Arkansas but called Elk Grove, Calif., home. He became a pensioner in 2001.



GEORGE HOOPES

Pensioner George Hoopes, 70, died February 15. Brother Hoopes became a Seafarer in 1961. He initially worked with Ore Navigation Corporation. Brother Hoopes, a member of the engine department, was a Pennsylvania native. Prior to his retirement in 1998, his last ship was the *Liberator*. Brother Hoopes resided in Santa Rosa, Calif.

REEVES HORNBY

Pensioner Reeves Hornby, 84, passed away February 14. Brother Hornby began sailing with the union in 1990. He was originally employed on the *Sgt. Matej Kocak*. Brother Hornby worked in the deck department. He most recently sailed aboard the *Maersk Missouri*. Brother Hornby started receiving his pension in 2007 and settled in New Jersey.



DARRELL JONES

Brother Darrell Jones, 46, died February 27. He signed on with the SIU in 1991. Brother Jones first shipped on the *Maj. Stephen W. Pless*. He last sailed aboard the *Robert E. Lee*. Brother Jones, a member of the deck department, lived in Franklinton, La.

EARNEST ODOM

Pensioner Earnest Odom, 91, passed away January 29. Brother Odom started his seafaring career in 1941 while in the port of Mobile, Ala. His first vessel was the *Del Santos*. Brother Odom, a member of the deck department, was born in Alabama. His final voyage was aboard a Mt. Washington Tankers Corporation vessel. Brother Odom went on pen-



sion in 1983 and called Brewton, Ala., home.

ADAN QUEVEDO

Pensioner Adan Quevedo, 89, died February 13. Brother Quevedo first donned the SIU colors in 1951. He initially sailed with Ore Navigation Corporation. Brother Quevedo was a member of the engine department. His last trip was on the *St. Louis*. Brother Quevedo began collecting his retirement compensation in 1986. Brother Quevedo was a resident of Ponce, P.R.



JOHN ROBINSON

Brother John Robinson, 63, passed away March 4. He began shipping with the Seafarers in 1991. Brother Robinson's first vessel was the *Cape Mohican*; his last was the *American Merlin*. He worked in the engine department. Brother Robinson lived in Norfolk, Va.

HONESTO ROCES

Pensioner Honesto Roces, 76, died February 6. Brother Roces joined the SIU in 1988. His initial voyage was aboard the *Independence*. Brother Roces, who sailed in the deck department, was born in the Philippines. His final trip was on the *Spirit*. Brother Roces retired in 2002 and settled in Honolulu.



HERBERT ROLEN

Pensioner Herbert Rolen, 93, passed away February 18. Brother Rolen was born in Tennessee. He signed on with the SIU in 1945 while in the port of New York. Brother Rolen originally worked in the engine department of the *Alamar*. He last sailed aboard the *Borinquen*. Brother Rolen went on pension in 1982 and lived in Maryville, Tenn.

ROBERT ROWE

Pensioner Robert Rowe, 75, died February 26. Brother Rowe first donned the union colors in 1962. His earliest trip was aboard the *Alcoa Puritan*. Brother Rowe was a member of the steward department. He was born in Virginia. Brother Rowe's final voyage was on the *Discovery*. He became a pensioner in 1993. Brother Rowe resided in Norfolk, Va.

WILLIAM RUST

Pensioner William Rust, 62, passed away February 19. Brother Rust joined the SIU in 1973 while in the port of Norfolk, Va. He originally sailed in the inland division with Allied Transportation Company. Brother Rust was born in Virginia and worked in the steward



department. His last trip was aboard the *Green Island*. Brother Rust began collecting his pension in 1998. He continued to make his home in Virginia.

GEORGE THAYER

Pensioner George Thayer, 87, died January 28. Brother Thayer became a Seafarer in 1945 in the port of New York. He initially worked with AH Bull Steamship Company. Brother Thayer was member of the steward department. Prior to his retirement in 1994, one of his last ships was the *Enterprise*. Brother Thayer called Seattle home.



ERNEST WISE

Pensioner Ernest Wise, 89, passed away March 8. Brother Wise signed on with the union in 1972. The steward department member initially worked with Great Lakes Associates. Brother Wise was born in Michigan. Before retiring in 1986, he shipped on the *Brooks Range*. Brother Wise was a resident of Woodburn, Ore.

EDWARD WOODS

Pensioner Edward Woods, 81, died February 19. Brother Woods was born in Brooklyn, N.Y. He started his seafaring career in 1953. Brother Woods, who sailed in the deck department, was first employed with Alcoa Steamship Company. His last voyage was with Michigan Tankers Inc. Brother Woods became a pensioner in 1979. He continued to live in his native state.



INLAND

PINK AMOS

Pensioner Pink Amos, 84, passed away February 21. Brother Amos began sailing with the union in 1959. He worked with Chesapeake & Ohio Railway for the duration of his career. Brother Amos went on pension in 1986. The North Carolina native made his home in Enville, Tenn.



ALVIN ELLIS

Pensioner Alvin Ellis, 80, died March 16. Brother Amos became an SIU member in 1975. His earliest trip was aboard a Mariner Towing vessel. Brother Amos was born in Jacksonville, Fla. He last shipped on the *Maritrans Gulf*. Brother Amos started receiving his pension in 1995 and continued to reside in Florida.

RALPH KIRCHNER

Pensioner Ralph Kirchner, 84, passed away March 13. Brother

Kirchner joined the union in 1962. He primarily shipped with McAllister Towing of Baltimore. Brother Kirchner retired in 1984. He was born in Baltimore but called Chester, Md., home.

OTTO SCHUMANN

Pensioner Otto Schumann, 69, died February 12. Brother Schumann first donned the SIU colors in 1968. The New Jersey-born mariner initially worked aboard Interstate Oil Transportation Company vessels. Brother Schumann became a pensioner in 2008 and continued to reside in New Jersey.

MICHAEL TIERNEY

Brother Michael Tierney, 51, passed away February 15. He was born in Louisiana. Brother Tierney signed on with the union in 1977. Brother Tierney worked with Crescent Towing & Salvage of New Orleans as a member of the deck department. He was a resident of Hammond, La.

GREAT LAKES

WILLIAM MCANDREWS

Pensioner William McAndrews, 89, died February 19. Brother McAndrews started his SIU career in 1961. He primarily sailed with Great Lakes Towing Company. Brother McAndrews was born in Buffalo, N.Y. he went on pension in 1983 and settles in Hamburg, N.Y.



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

NATIONAL MARITIME UNION

ROBERT MALUCI

Pensioner Robert Maluci, 92, died January 14. Brother Maluci was born in New York. He became a pensioner in 1985. Brother Maluci settled in New Mexico.

Name	Age	DOD
Cruz, Felipe	90	Dec. 29
Fletcher, Alexander	88	Jan. 14
Gibon, Lucie	100	Feb. 7
Jaruszewski, Bernard	91	Feb. 1
Joseph, William	83	Jan. 31
Laird, Edwin	92	Jan. 1
MacKoy, Herbert	90	Jan. 29
Martin, Robert	82	Jan. 28
Matos, Waldo	76	Dec. 26
Moore, John	82	Jan. 18
Pharoah, Clarence	91	Jan. 26
Rodriguez, Tomas	81	Jan. 8
Suarez, Felipe	88	Jan. 16



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.

CHARLESTON EXPRESS

(Crowley), May 23 – Chairman **George F. Price**, Secretary **Ronald Tarantino**, Educational Director **Steven M. Haver**, Deck Delegate **Shaib Juma**. Chairman talked about 401k program and the importance of safety awareness. Educational director reiterated the need to renew documents in a timely manner and advised all mariners to enhance skills at the union-affiliated training center in Piney Point, Md. No beefs or disputed OT reported. Crew members discussed upcoming contract negotiations. It was reported that transportation to and from port's entrance was needed. Next ports: Charleston, S.C. and Houston.

HORIZON PACIFIC

(Horizon Lines), May 25 – Chairman **Glenn R. Christianson**, Secretary **Robert P. Mosley**, Educational Director **John A. Osburn**, Deck Delegate **John E. Coleman**, Engine Delegate **Hussen A. Mohamed**, Steward Delegate **Delbra Leslie**. Bosun gave a vote of thanks to all departments for working safe and reminded them to keep the noise down while people are sleeping. He also advised mariners to update their BST and make sure all documents are current. Discussion was held concerning the importance of the Jones Act. Secretary asked seamen departing vessel to clean their rooms and get fresh linen. Educational director suggested Seafarers take advantage of courses available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Members were encouraged to contribute to SPAD (Seafarers Political Activity Donation). Treasurer reported \$191.99 in the cookout fund. No beefs or disputed OT reported. President's report from the April *Seafarers LOG* was read; a vote of thanks was given to President Sacco and his staff. Crew discussed union efforts to work with company during difficult economic times. Steward department was thanked for good job on BBQs. Next ports: Tacoma, Wash., Oakland, Calif. and Hawaii.

Remembering Brother Jensen



Earlier this year, crew members aboard Sea Star Line's *El Yunque* memorialized NMU retiree Ben Jensen by scattering the late mariner's ashes at sea. Brother Jensen passed away in 2010 at age 77; he had been retired since 1995. For the ceremony, which took place north of Puerto Rico and the Dominican Republic, Vessel Master Earl Lofffield (with back to camera in group photo, pictured individually in the other image) in part wrote, "It is the shoulders of our ancestors upon which we stand as our descendants will stand upon ours. With gratitude, respect and love, we release these cremated remains of Ben Osterfeldt Jensen back into the watery lifeblood of our planet. This is our time on the planet. We are honored to be of service in this passage of Ben's ashes."



LIBERTY EAGLE (Liberty Maritime), May 15 – Chairman **Juan M. Rivas**, Secretary **Fernando Guity**, Educational Director **Eloy Gutierrez**, Steward Delegate **Rene Gil**. Chairman announced payoff in Galveston, Texas, and went over ship's itinerary. He reminded anyone getting off ship to clean rooms. Educational director advised all mariners to attend classes at the SIU-affiliated training center in Piney Point, Md. No beefs or disputed OT reported. Thanks given to steward department for a job well done. Problems with transportation in Port Arthur, Texas were reported. Request was made for a new microwave in galley.

MAERSK MISSOURI (Maersk Line, Limited), May 6 – Chairman **Oliver M. Balico**, Secretary **Glenn C. Bamman**, Educational Director **Jerome D. Culbreth**, Deck Delegate **Paulo I. Castillo**, Engine Delegate **James F. Sieger**, Steward Delegate **Husain Salah**. Chairman reported smooth voyage and excellent crew. Educational director urged members to enhance their skills, which can lead to better opportunities and advancement. No beefs or disputed OT reported. Vote of thanks was given to the steward department. Next ports: Newark, N.J., Charleston, S.C. and Norfolk, Va.

OCEAN ATLAS (Pacific Gulf Marine), May 7 – Chairman **Maurice D. Hetrick**, Secretary **Connie M. Denoma**, Educational Director **Brandon T. Purcell**, Engine Delegate **Manuel Lulley**, Steward Delegate **Patricia Ricks**. Bosun stated all hands pulled together to make it a smooth trip. Educational director encouraged mariners to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew members requested more movies. Suggestion was made to shorten seetime requirements to qualify for retirement and increase pension pay. Next port: Wilmington, N.C.

OCEAN CHARGER (Pacific Gulf Marine), May 11 – Chairman **Richard R. Grubbs**, Secretary **Steven M. Dickson**, Educational Director **Vladimir Loutaev**, Deck Delegate **Billy Watson**, Steward Delegate **Steven Dickson**. Chairman discussed ship's schedule. Educational director reminded crew to get their time in and take advantage of upgrading at Piney Point. No beefs or disputed OT reported. Crew talked about the importance of supporting the SIU and AFL-CIO while anti-union forces are

gathering. Next port: Houston.

OVERSEAS ANACORTES (OSG), May 29 – Chairman **Felsher Beasley**, Secretary **Dana Paradise**, Educational Director **Abner Diaz Torres**, Deck Delegate **Alfred Acheampong**. Bosun reported very cooperative crew. He reiterated the need to donate to SPAD. Secretary informed members that forms were available from steward. Educational director urged members to enhance their skills at the Paul Hall Center. No beefs or disputed OT reported. Motion was made to have a cost-of-living wage increase. Crew expressed gratitude to the steward department for great food. Next port: Portland, Ore.

OVERSEAS LUXMAR (OSG), May 15 – Chairman **Dave S. Coleman**, Secretary **Abraham Martinez**, Educational Director **Kevin E. Hall**, Engine Delegate **Roy Martinez**. Chairman reviewed ship's schedule. Secretary asked mariners to put soiled linen in laundry bag since everyone is leaving vessel. Educational director advised members to stay up-to-date on all necessary seafaring documents. No beefs or disputed OT reported. Chairman thanked the steward and deck departments for a job well done.

OVERSEAS NIKISKI (OSG), May 6 – Chairman **Anton T. Sulic**, Secretary **Joseph Emidy**, Educational Director **Benjamin E. Mathews**, Deck Delegate **Christopher Green**, Engine Delegate **Angelito Basa**, Steward Delegate **Santos Lopez**. Chairman praised crew for professionalism aboard ship. Secretary inquired about raises or lack thereof and their potential effects on pensions. Educational director

urged Seafarers to make sure they have their BST; it is good for 5 years and is mandatory for shipping out. No beefs or disputed OT reported. Mariners would like heating system improved during the cold season. Thanks given to the steward department for great feasts.

USNS LAWRENCE H. GIANELLA (Ocean Ships), June 4 – Chairman **Bernardino R. Eda**, Secretary **Steve E. Parker**, Educational Director **Jimmie E. Thomas**, Deck Delegate **Jeremiah Harrington**, Engine Delegate **Ruben Haynes**, Steward Delegate **Eric Hernandez**. Chairman discussed contract issues including scheduled wage increase and OT. Secretary reminded everyone to separate plastic from trash. Educational director advised all mariners to attend classes at the Seafarers-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Crew continued discussion of contract and requested copy of new agreement. Next ports: Fujairah and Diego Garcia.

OVERSEAS TAMPA (OSG), June 5 – Chairman **Joseph J. Caruso**, Secretary **George Monseur**, Educational Director **Scott S. Fuller**, Deck Delegate **Kenneth R. Kelly**, Engine Delegate **Felix Garcia**, Steward Delegate **Johnnie Chavis**. Bosun talked about ship's itinerary and advised members to keep pay stubs for when they file for vacation benefits. Secretary thanked fellow crew members for helping keep ship clean. Educational director encouraged mariners to upgrade at Paul Hall Center and contribute to SPAD. No beefs or disputed OT reported. It was noted that new dryer and satellite are to be installed. Next port: Port Everglades, Fla.

AB Earns Horizon Safety Honor



Capt. Ron Radicali alerted the LOG that AB Sabbah Hadi (above) recently was chosen as the *Horizon Enterprise* Safety Sailor of the Month. The recognition is part of an ongoing safety program conducted by Horizon Lines. According to the vessel master, "AB Hadi was nominated by Chief Mate Thomas Ryan for his consistent use and care of required PPE (personal protective equipment). Chief Mate Ryan presented AB Hadi with Horizon Lines coveralls in recognition of his safety practices."

Letters To The Editor

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

Unions and the Middle Class

What Americans have come to know as a representative democracy – government by and for the people – has for all practical purposes ceased to exist. Today we have 535 congresspersons who function under the auspices of an untold number of lobbyists, and it's my opinion that this group is representative of the money class of our nation and answers to none other.

It has taken years to reach this place in history, and will by no means be corrected overnight. I do believe term limits would be a good place to start.

The following is a quote by Aristotle, the Greek philosopher: "The real difference between democracy and oligarchy is poverty and wealth. Wherever men rule by reason of their wealth, whether they be few or many, that is an oligarchy, and where the poor rule, that is a democracy." He further went on to say, "It is manifest that the best political community is formed of the middle class."

Having lived through the Great Depression and witnessed unions coming into power, it's my sincere belief that our middle class came into being as a result.

Earl Herring
Beverly Hills, Florida

Buy Union, Buy American

I have long been a firm believer in buying American-made and union-made products. We should all insist on buying products made in the USA by union members.

I went to a tire store in Los Angeles a while ago to buy American-made tires for my American-made Pontiac Bonneville. To my surprise I was told that they can't get American-made Michelin tires for my car. I went to other tire outlets in Los Angeles, but it was the same story. Finally, I found a tire store that carried U.S.-made Michelin tires some 410 miles away in Fairfield, California.

I am a U.S. military veteran and I would fight for your right to buy anything you want to buy, but union members especially should remember that the job you save by buying union and buying American will be your own. Practically everything you can buy that's made in other countries, you can buy "Made in USA."

Happy American- and union-made shopping. I will

be there with you.

Nick Rios, SIU Dispatcher
Wilmington Hall

Editor's note: The Union Label and Service Trades Department published a guide to union-made tires in its May-June 2011 newsletter, the Label Letter. It's available for download at www.unionlabel.org, along with other information about buying union.

U.S. Maritime History Honored in Australia

This was the fourth year in a row that I represented Mr. A.J. Wichita, president of the American Merchant Marine Veterans, and Mr. Ian T. Allison, co-chairman of the Just Compensation Committee, at the Battle of the Coral Sea wreath-laying ceremony at the Western Australia State War Memorial, Kings Park. The ceremony took place May 9 in Perth and was sponsored by the Australian American Association.

I am proud to have had this honor as we observed the 69th anniversary of this great sea battle won by the United States against the Japanese navy on our doorstep. The U.S. saved Australia; God bless America.

At the ceremony, there were representatives from the USA including Vice Consul Seth Cornell, Barry Gravelle, president of the American Returned Military Services, and others. A letter was read from President Obama. Other attendees included David Grace, president of the Australian American Association; the Honorable Perth Deputy Lord Mayor John Tognolini; representatives from the Western Australia state government and federal government including the Honorable Andrew Waddell, representing the prime minister; officers from the Royal Australian Navy, Army and Air Force, and lots of other officials.

The words I wrote on my homemade wreath were: "In memory of the men of the U.S. Merchant Marine of World War II, who sacrificed their lives for their homeland America but also the freedom of other nations and also the seas, lest we forget."

In closing, I must thank Barry Gravelle for presenting me with an American flag. I will cherish this always and protect it for the rest of my life.

I wish you well. God bless America, God bless

Australia – loyal shipmates forever. I am 91 years old and I have great memories of the USA.

John E. Helman
Hamilton Hill, Western Australia



John Helman (in the right foreground of the photo below), who sailed as a merchant mariner from the mid-1930s to the early 1980s, puts together a wreath for each year's Battle of the Coral Sea commemoration. This year's version is pictured above. Helman sailed on Australian, U.S., British, Norwegian and Dutch ships



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		
Able Seaman	October 1	October 28
ARPA	August 20	August 26
Bosun Recertification	October 15	November 7
ECDIS	November 12	November 18
Fast Rescue Boats	August 20	August 26
GMDSS	August 27 November 26	September 9 December 9
Lifeboat	August 20	September 2
STOS	August 27 October 29	September 9 November 11
Radar renewal (one day)	September 7	September 7
Radar Observer	August 6	August 19
Tanker Asst. Cargo DL	September 17	September 30
Tank Barge PIC	October 8	October 14
Engine Department		
BAPO	September 17 November 12	October 14 December 9
FOWT	August 20 October 15	September 16 November 11

Title of Course	Start Date	Date of Completion
Junior Engineer	August 20	October 14
Marine Electrician	September 24	November 18
Pumpman	September 17	September 30
Welding	October 1 October 29	October 21 November 18

Steward Department		
Chief Steward	October 8	November 18
Chief Cook	These modules start every other week. The most recent class began July 25.	
Galley Operations/Advanced Galley Operations		
These modules start every Monday.		

Safety Upgrading Courses		
Advanced Firefighting	September 17 November 12	September 30 November 25
Basic Firefighting/STCW	September 10 October 1	September 16 October 7
Government Vessels	August 13	August 19
Medical Care Provider	October 1 November 26	October 7 December 2
Vessel Security Officer	October 15	October 18

NOTICE: NMC Web Site is Vital Resource for Mariners

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

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 746 – Nineteen Phase 1 unlicensed apprentices and upgraders completed this course May 13. Graduating (above, in alphabetical order) were: Ahmed Ali, Autuan Barnes, Apolinario Calacal, Richard Cristiani, Matthew Curtis, Sage Embleton, Terry Frazier, Davis Freitas, Steven Gagnon, Cindy Granter, Frank Jennings, Trevor Manion, Samer Naji, Leo Onofrio, Joseph Panella, Kyle Pardun, Steven Parthemos, Casey Pearson and Daniel Stepnik. (Note: Not all are pictured.)



ARPA – The following individuals (above, in alphabetical order) finished their requirements in this course May 13: Greg Allman, David Callis, Scottie Duncan, Mark Faust, Edward Garner, David Goodwin, Riley Johnson Jr., and Brian Willis.



Welding – Six upgraders graduated from this course May 27. Completing their requirements and receiving certificates (above, in alphabetical order) were: Harold Borden, Marcus Brown, Michael Jones, Pierre Norwood, Gregory Shields and Sanyboy Whiting. Buzzy Andrews, their instructor, is standing at left in the back row.



Fast Rescue Boat – Ten individuals completed this course May 6. Graduating (above, in alphabetical order) were: Shawn Bising, Janos Bognar, Brandon Braam, DeCarlo Harris, Brandon Hubble, Edgardo Ines, Ryan Landers, Raymond Maldonado, Gustavo Osorio and Angelo Schiraldi. Class Instructor Tom Truitt is standing at the far right.



Tankship Familiarization DL (Phase III) – Two classes of Phase III unlicensed apprenticed completed this class May 20. Graduating (above, in alphabetical order) were: Kenneth Atkinson, Edward Baker, Jason Bentz, Matthew Botterbusch, James Burnett Jr., Melvin Cooper, Michael Deren, Reno Duque, Scott Gilleland, Nathan Graddick, Deborah Hutchings, Joseph Koncul, James Kuck, Anthony Lowe, Corey Moore Newberry, Clint Omisong, Ryan Papa, Steven Patton, Andrew Powell, James Reynolds, Khadim Robinson, Gerald Scott, Emanuel Spain, Marilou Toledo and Steven Whiting. Class Instructor Jim Shaffer is at the far left.



BST – The following individuals (above, in alphabetical order) completed this course May 20: Towfiak Ahmed, Antuan Barnes, Kevin Conklin, Chantell Dawson, Joel Fahselt, Peter Hokenson, Kenneth Lockhart, Gustavo Osorio and Daunteley Signal Jr. Class Instructor Tom Truitt is at the far right. (Note: Not all are pictured.)

BST – Twenty-five Seafarers finished this course May 13. Graduating (photo at right, in alphabetical order) were: Saleh Ahmed, Leo Bonser, Rafael Borja, Sirio Centino, Lawrence Croft, Manuel Enrico, John Haller, Thommie Hampton, Abdul Hasan, Edgardo Ines, Richard Jefferson, Roslyn Johnson, Randolph Llanes, Eric Lund, Patrick Lynch, Dennis McClelland Jr., James Moore, Nathalie Norie, Steven Ramos, Steven Reiber, Abdulmoghni Said, Eissa Saleh, Ahmed Sharif, Crescencio Suazo and Ladimer Vlack. Their instructors, Wayne Johnson and Mike Roberts, are at the far left and far right respectively. (Note: Not all are pictured.)



Paul Hall Center Classes



Advanced Firefighting – The following individuals (photo at left, in alphabetical order) completed this course May 13: Ray Adams Jr., Gregorio Abalos, Michael Carvalho, Daniel Coffman, John Coleman Jr., Sylvester Crawford Jr., Harold Gerber II, Andrew Greenwood, Gary Hirsch, Mark Hoffman, Peter Hokenson, Maximo Lambert, Kenneth Lockhart, Dustin Marks, John Nersten, Robert Orloff III, Hector Ortiz, Carlos Sanchez, Gheorghe Savencu, Charles Walker Jr., Jesse Willard and John Young. Class Instructors Wayne Johnson and Joe Zienda are standing second from the right and far right respectively.

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.



ECDIS – Six Seafarers completed their requirements in this course May 28. Graduating (above, in alphabetical order) were: Ray Adams Jr., Robert Boudreaux, John Crawford, Samuel Lloyd, Dustin Marks, and Hector Ortiz. Brad Wheeler, their instructor, is second from the left.



Vessel Security Officer – Five individuals finished this course May 10. Graduating (above, in alphabetical order) were: Robert Boudreaux, Brandon Braam, Samuel Lloyd, Patrick Spicker and Troy Tadlock. Class Instructor Brad Wheeler is at right.



STOS – Seven upgraders finished their requirements in this course May 27. Graduating (above, in alphabetical order) were: Ezallah Ali, Ryan Boltz, Arnold Castro, Charles Hosea Jr., Jordache Hunter, Eissa Saleh and Micheal Williams. Bernabe Pelingon, their instructor, is at left.



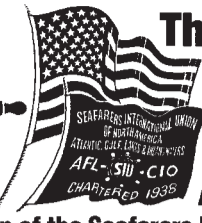
Basic & Advanced Firefighting – The following individuals (above, in alphabetical order) graduated from this course May 27: Daniel Beuk, Timmy Daigle, Pat Gray, William Tucker, Ronald Walker and James Woods. Class Instructor Wayne Johnson in kneeling in the center.



BST (HAWAII) – The following individuals (above, in no particular order) completed this course at the Seafarers Training Facility in Barbers Point, Hawaii June 4: Melissa Antonellis, Rakesh Bhalla, Hollie Bussler, James Fehrle, Jose Garcia Bustillo, Melissa Healey, Sean-Michael Higgins, Ashley Jeter, Jimmy Maciel, Marcos Pucha, Catelyn Rydzewski, Christopher Thigpin, Meghan Winrich, Daniel Young and Neil Allem.



BST (HAWAII) - Fifteen individuals finished this course June 25 in Hawaii. Graduating (above, in no particular order) were: Anna McLaughlin, Derek Bradford, Christopher Carlock, Lizet Collazo, Kathlyn Walter, Michael Hicks, Stephen Jackson, Clarissa Leon, Lauren Odend'hal, James Patti, Eric Riebel, Stacy Rosenbaum, Chaz Templeton, Gavin Ware and Joseph West.



NOAA Ship Fairweather Starts Arctic Mission
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The *Liberty Promise* can carry up to 6,500 cars and/or Department of Defense equipment such as tanks, helicopters, HUMVEES and MRAPS. Put another way, it can carry approximately enough cargo to fill eight football fields.

Seafarers in Action Aboard Liberty Promise

SIU members sailing aboard Liberty Maritime's *Liberty Promise* helped take on cargo and performed other duties July 19 in Jacksonville, Fla. The photos on this page show some of the scenes on and around the vessel that day.

The *Liberty Promise* joined the SIU-contracted fleet last year. Built in 2009, the vessel is a 655-foot car carrier. The ship, which has a beam of more than 105 feet and can sail at greater than 20 knots, carries commercial cargo as well as Defense Department cargo.



Pictured from left to right are SIU Jacksonville Safety Director Ashley Nelson, AB Jorge Gamboa, Patrolman Brian Guiry and Recertified Bosun Jesse Natividad.



AB Mario Rascon (above) and SA Edward Baker (right)



Chief Cook Gerald Joseph (left) prepares a meal in the *Liberty Promise* galley while fellow crew members (above and below) go about their business of working with cargo.



Unlicensed Apprentices Steve Gagnon and Steven Parthemos

