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Updates on New Tonnage:

Tanker Makes 1st Voyage, State-of-the-Art ATB Christened, Heavy Lift Ship Reflags U.S.



Three of the newest additions to the SIU crewed fleet are pictured above and below. In mid-August, Crowley christened the new articulated tug-barge unit *Innovation/650-9* in Pascagoula, Miss. SIU Port Agent Jimmy White (left in photo below left) is pictured with SIU crew members at the ceremony. Earlier, Seafarers climbed the gangway to the *Ocean Crescent* (below right), the newest heavy lift ship being operated by Pacific-Gulf Marine for Intermarine. Additionally, Seafarers are sailing aboard the new tanker *Empire State* (above), a vessel operated by Crowley for American Petroleum Tankers. Pages 3, 24.



ITF Elects Heindel to Seafarers' Section Post

During the International Transport Workers' Federation quadrennial Congress, conducted last month in Mexico City, SIU Secretary-Treasurer David Heindel (left) unanimously was elected chair of the ITF Seafarers' Section. He becomes only the second American to hold that post and the first since 2000. In other news from the meetings, the federation significantly updated its flag-of-convenience campaign policy. Pictured with Heindel at the Congress are American Maritime Officers President Tom Bethel (center) and outgoing ITF Seafarers' Section Chair Brian Orrell. Page 4.

Obama Addresses Executive Council

Says 'Made in America' Key to Economic Improvement



President Barack Obama (left) spent part of his birthday speaking to the AFL-CIO Executive Council – a group that includes SIU President Michael Sacco (right, greeting Obama at the Aug. 4 meeting in Washington, D.C.). Obama discussed numerous issues with federation leaders but primarily focused on the importance of creating and maintaining good jobs. He said the words "Made in America" will be "at the heart" of national economic recovery. Page 2. (Photo by Bill Burke/Page One)

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President's Report

Jobs and Politics

In early August, I spoke to SIU members and apprentices during the monthly membership meeting at our affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., and asked them what they thought were the union's three biggest goals for this year. Someone answered "Jobs, jobs, jobs!"

That response shows that Seafarers understand the union's priorities. We can discuss details all day long, but without shipboard jobs, the particulars don't mean anything. Maintaining good jobs and securing new ones lets us build on what we have earned over the years. Throughout our nearly 72-year history, we have secured good pay and benefits, safe working conditions, and the opportunity to select where to sail and on what ships to serve. It's a unique lifestyle and one that many, many SIU members say has enabled them to provide well for their families. Brothers and sisters, that's the union way and that's what we have fought for, collectively, for decades.



Michael Sacco

The flip side is that with good jobs, the details matter quite a bit. For instance, and as many Seafarers know, laws like the Jones Act and initiatives such as cargo preference and the Maritime Security Program are the very foundations of the modern U.S. Merchant Marine. They are time-tested winners – programs that aid America's national and economic security while helping maintain a viable U.S.-flag fleet and a manpower pool of well-trained, dependable U.S. mariners.

So why does that matter to rank-and-file members? Look no further than the recent attacks on the Jones Act, which I've written about the last two months. It's up to us and to the rest of the maritime community to elect politicians who'll support our industry. As we know all too well, in addition to relying on programs like cargo preference and laws like the Jones Act, the U.S. Merchant Marine is heavily regulated. Our livelihoods depend not just on knowing how to do our jobs, but also on having a pro-maritime Congress and administration.

And with that in mind, I urge all Seafarers and their families to make sure you're registered to vote and to back pro-maritime, pro-worker candidates on Election Day. Having people in office who support maritime makes all the difference when it comes to our efforts to provide jobs and job security for SIU members. The same thing is true at the state and local levels of government. It is vital for us to support the candidates who support our issues and our line of work.

By the way, depending on whether you're reading this column online or in our printed newspaper, you may have noticed an article about President Obama's meeting in early August with the AFL-CIO Executive Council. I am on that council, I was there for his remarks, and I had a chance to speak with him very briefly afterward.

Everyone knows this is a tough time for elected officials, including the ones in the White House. But I believe President Obama and Vice President Biden are committed to America's working families. Not only that, they are both very supportive of the labor movement. They believe in unions and they aren't afraid to say so.

That doesn't mean we'll get everything we want, but it does mean we'll have a seat at the table with this administration. It means our voices will be heard, and that's really all we can ask.

At the same time, our unofficial motto when it comes to grassroots activities hasn't changed. We support those who support maritime, regardless of political party. That's our bottom line.

As we look toward November 2 and toward future elections, we should also keep in mind the enormous amount of money that goes into the campaigns. Money is a big part of the equation, and candidates aren't shy about asking for contributions.

That's just the way it is. Unions like ours have to decide which candidates to support, whether it's financially or through some combination of grassroots activities like leafleting and precinct walks and phone banks. That doesn't mean we can buy our way to success, but the way things are nowadays, if you don't participate, good luck getting in the door once the elections are over.

Please keep that in mind when you're deciding whether to contribute to the SIU's voluntary fund, the Seafarers Political Action Donation (SPAD). I certainly realize these are tough economic times, but SPAD helps us deliver your message on Capitol Hill and elsewhere.



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



President Obama addresses the AFL-CIO Executive Council on Aug. 4 in Washington, D.C. Pictured from left to right are AFL-CIO Secretary-Treasurer Liz Shuler, AFL-CIO President Rich Trumka, President Obama and AFL-CIO Executive Vice President Arlene Holt Baker. (Photo by Bill Burke/Page One)

President Obama Says 'Made in America' Essential for Strong Economic Recovery

President Barack Obama on Aug. 4 addressed the AFL-CIO Executive Council in Washington, D.C., where he emphasized his administration's support for America's working families.

SIU President Michael Sacco, a member of the council, was in attendance for President Obama's address, which took place on the commander-in-chief's birthday.

The president covered a wide range of subjects important to all workers, but he devoted a sizeable portion of the approximately half-hour speech to creating and keeping good jobs in the United States. He emphasized the need to enact and enforce pro-worker trade laws and to rebuild America's manufacturing base.

"The message I want to deliver to our competitors – and to those in Washington who've tried to block our progress at every step of the way – is that we are going to rebuild this economy stronger than before, and at the heart of it are going to be three powerful words: Made in America," Obama told the council.

After describing how the nation has lost millions of the manufacturing jobs which used to be "the ticket to a better life for the American worker," the president noted the devastating effects of those losses – from the often-heartbreaking impact on individual families to the broader economic blow felt by the nation as a whole.

"But I'm here to tell you, we are not giving up and we are not giving in," Obama continued. "We are going to keep fighting for an economy that works for everybody, not just for a privileged few. We want an economy that rewards, once again, people who work hard and fulfill their responsibilities, not just people who game the system. And that's been at the heart of the economic plan that we put in place over the past year and a half."

He then thanked the federation "for all you've done to fight for jobs, to fight for tax cuts for the middle class, to fight for reforms that will rein in the special interests, and to fight for policies that aren't just going to rebuild this economy but are actually going to put us on a long-term path of sustainable growth that is good for all Americans."

The president cited a number of pro-worker measures enacted by his administration, including Wall Street reform, the Fair Pay Act, health care reform, and the reversal of several executive orders that had harmed workers. He also vowed, "We are going to keep on fighting to pass the Employee Free Choice Act" (a law designed to help restore fairness in union representation elections by protecting workers' rights).

After concluding his formal remarks, Obama answered a question posed by AFL-CIO President Rich Trumka, who asked, "What advice do you have for workers as the election approaches, particularly for workers who are trying to organize to have a voice on the job?"

In part, Obama answered, "It is my profound belief that companies are stronger when their workers are getting paid well and have decent benefits and are treated with dignity and respect. It is my profound belief that our government works best when it's not being run on behalf of special interests, but it's being run on behalf of the public interest, and that the dedication of public servants reflects that. So FDR I think said – he was asked once what he thought about unions. He said, 'If I was a worker in a factory and I wanted to improve my life, I would join a union.' I think that's true for workers generally. I think if I was a coal miner, I'd want a union representing me to make sure that I was safe and you did not have some of the tragedies that we've been seeing in the coal industry. If I was a teacher, I'd want a union to make sure that the teachers' perspective was represented as we think about shaping an education system for our future."

Pointing to Election Day 2010, Obama acknowledged the frustrations of many workers concerning the economy, but added, "They need to know that we're going to be working with you to make sure that we're putting ourselves in a position where folks are working and working for a good wage and good benefits.... This election is a choice. You've got these folks who drove America's economy into a ditch, and for the last 20 months, we put on our boots and we got into the mud and we've been shoving that car out of the ditch inch by inch, and they've been standing on the side the whole time watching, telling us, no, you're not pushing hard enough, you're not doing it the right way – not lifting a finger to help. And now we've finally got that car up on the blacktop there, about to drive, and they say they want the keys back. Well, you can't have the keys, because you don't know how to drive."

He concluded, "My bottom line is this: I'm going to continue to work with all of you on behalf of working families around the country, and I'm going to continue to reach out to businesses to try to make the argument that what's good for workers is going to be good for business. They're your customers as well as your workers.... But we're not going to be able to do it when we're pitted against each other. And I'm actually confident that once we get through some of the political posturing and shenanigans that we've been seeing over the last several years, people are going to step back and say, you know what, the lesson we needed to learn out of hardship is, we're all in this thing together. We are all in this thing together. That's what the union movement's always been about. We're stronger together than we are on our own. That is true within individual unions. That is true within industries. That is true for the country as a whole. And I hope that I will be your partner in trying to bring about that unity of purpose in the years to come."

See related article on AFL-CIO Executive Council actions on Page 10.

Intermarine adds Heavy Lift Ship Ocean Crescent

Seafarers are sailing aboard the latest addition to the Intermarine LLC fleet: the 393-foot heavy lift vessel *Ocean Crescent*.

Operated by Pacific-Gulf Marine for Intermarine, the *Ocean Crescent* – built in 2002 – is the sister ship to the Seafarers-crewed *Ocean Atlas*, *Ocean Titan* and *Ocean Charger*. The latter three vessels were built in 2000.

All four ships are enrolled in the U.S. Maritime Security Program (MSP) and its related Voluntary Intermodal Sealift Agreement (VISA).

“The *Ocean Crescent* is an outright addition to the SIU-contracted fleet, so this is a very exciting development,” said SIU Executive Vice President Augie Tellez. “Any time new tonnage is brought in under the American flag and under SIU contract, it’s also a great reflection on the work performed by Seafarers.”

The *Ocean Crescent*, which can sail at 16.5 knots, is expected to sail internationally, moving commercial as well as military and other government-impelled cargoes. The ship is equipped with two electro-hydraulic cranes and can hold more than 500 containers.

Todd Johnson, president and CEO of Pacific-Gulf Marine, said that flagging in the *Ocean*

Crescent “reflects the continued solid commitment of Intermarine. As with the previously reflagged ships, PGM once again is happy to be a part of the *Ocean Crescent* operation. Hopefully it will lead to additional growth in the U.S.-flag fleet.”

The *Ocean Atlas* first sailed under the Stars and Stripes in early 2002, while the *Ocean Titan* reflagged in mid-2005. The *Ocean Charger* entered the U.S.-flag fleet in mid-2009.

Both the MSP and VISA programs are key components of America’s sealift capability. U.S. military leaders consistently describe the MSP as a vital, efficient, cost-effective program. In addition to offering access to militarily useful U.S.-flag tonnage and other American-owned maritime resources, the program also helps maintain a pool of reliable, well-trained, loyal U.S. citizen seafarers.

Additionally, the MSP costs only a small fraction of what the government would have to spend in order to replicate its capabilities. At various times, military officers and legislators have estimated that it would require more than \$800 million each year from the Defense Department to provide similar sealift and related system capacity on its own.



Pictured in front of the new ship during a late-July stop in Houston are (from left) Electrician David Brewster, AB Edgar Elegino, Chief Steward Obencio Espinoza, ACU Paula Hopson, AB Melvin Hill, SIU Houston Safety Director Brian Kinard and GUDE Nicholas McAbier.



Joan Pennella (above), wife of Crowley Vice Chairman and Exec. VP Bill Pennella, christens the tug. The tugboat *Innovation* (right) is part of Crowley’s newest SIU-crewed ATB.



Crowley Christens ATB Innovation/650-9

Company Earns Recognition For Environmental Efforts

Seafarers-contracted Crowley Maritime Corporation on Aug. 10 christened the ninth in a series of 10 new 185,000-barrel articulated tug-barge units (ATBs) at the VT Halter Marine shipyard in Pascagoula, Miss. According to the company, the tug *Innovation* and barge 650-9 will be chartered to Chevron, to safely transport petroleum products throughout the Gulf of Mexico.

Less than one week earlier, Crowley announced that it had received an environmental award for its efforts to significantly reduce carbon emissions at the Port of Los Angeles and Port of Long Beach, Calif. Crowley was rec-

ognized in late July during the third annual San Pedro Bay Ports Clean Air Action Plan luncheon in Long Beach.

“Both the christening of the new ATB and the earning of the environmental award are worth celebrating,” said SIU Vice President Contracts George Tricker. “Crowley is committed to the American-flag fleet and to protecting the environment while creating and maintaining good jobs. The SIU shares those commitments.”

At the ATB christening, SIU Port Agent Jimmy White (based in Mobile, Ala.) represented the union. During the morning ceremony, Joan Pennella, wife of Crowley Vice Chairman and Executive Vice President Bill Pennella, christened the 10,728-horsepower tug *Innovation*; while Lynn Brewer, wife of Burl Brewer, Chevron operations scheduler, christened the barge 650-9.

Crowley already has eight 650-Class ATBs capable of carrying 180,000 barrels apiece and four 550-Class ATBs which can carry 148,000 barrels. These units are Jones Act-qualified, having been built in the United States, owned by U.S. citizens and crewed by U.S. citizen mariners. Three larger Jones Act-qualified ATBs known as the 750-Class, which will each have a 330,000-barrel capacity, are under construction and are scheduled for delivery by the end of 2012.

“Crowley is committed to providing safe and reliable petroleum transportation in Jones Act trades,” said Rob Grune, senior vice president and general manager, petroleum transportation. “Since 2002, we have introduced 13 new U.S.-built ATB vessels to meet customer needs, which equates to over two million barrels of capacity.”

According to the company, the new ATBs feature the latest systems technology and double-hull construction for maximum safety and reliability. The 650-Class barges are 27,000 deadweight tons, 587 feet in length, 74 feet in breadth and 40 feet in depth. The fully loaded draft is 30 feet. When coupled for operation the tug and tank vessel measure 689 feet.

There is an electric pump in each of the 14 cargo tanks to assure maximum cargo integrity and segregation flexi-

bility; two anchor windlasses and associated equipment to enable the vessel to accommodate offshore mooring operations; and a vacuum system with three retention tanks to easily handle cargo changes. There is also a dual mode inert gas system and vapor collection system for maximum safety. A layer of inert gas covers products in the tanks to make the atmosphere too lean for combustion.

Concerning the safety award, Crowley pointed out that representatives from the Environmental Protection Agency (EPA), the Port of Long Beach, Port of Los Angeles and other government agencies reviewed all nominations before choosing Crowley for its “Significant Early Action to Reduce Emissions Award.” Crowley’s Bill Metcalf, director of engineering, accepted the award on the company’s behalf.

In the awards letter sent to Crowley by Christopher Patton, acting deputy director of environmental management at the Port of Los Angeles, and Richard Cameron, director of environmental planning at the Port of Long Beach, the company was congratulated for its “significant early action to reduce air pollutant emissions,” specifically for the company’s proactive initiative to conduct an extensive engine re-powering of its Harbor Class tugs that provide ship assist and tanker escort services in the Ports of Los Angeles and Long Beach.

The SIU-crewed Crowley tugs *Admiral*, *Leader*, *Scout* and *Master* were reintroduced to the fleet earlier this year following the installation of Tier II compliant engines. The project was partially funded by the Port of Los Angeles Air Quality Mitigation Incentive Program. All vessel operators in the area are required to upgrade their engines to be Tier II emissions compliant by 2013.

In another environmental initiative known as cold ironing, SIU-crewed Crowley tugboats in Los Angeles and Long Beach last year began using newly installed shore-side electrical power when not on the job to cut fuel consumption and reduce carbon dioxide emissions. Previously, tugs tied up at the dock needed to run their generators to provide electrical power.



SIU Port Agent Jimmy White (left) and SIU Capt. Buddy Davis were on hand for the ceremony in Pascagoula, Miss.

SIU's Heindel Elected ITF Seafarers' Section Chair

Federation Revamps Runaway-Flag Policy; Crumlin Elected President

SIU Secretary-Treasurer David Heindel unanimously was elected chair of the Seafarers' Section at the International Transport Workers' Federation (ITF) Seafarers Conference during the group's gathering on Aug. 6, which was part of the ITF's quadrennial Congress (convention) in Mexico City. Heindel becomes the first American to hold the position since the late SIU Executive Vice President John Fay, who was the first American to ever serve as chair. Fay served from 1995 to 2000.

Heindel will oversee the efforts of the most powerful and progressive section within the ITF, dealing with such subjects as the flag-of-convenience (FOC) campaign, piracy, the safety of mariners, and many others. He told the body, representing maritime unions from around the world, that he was honored to head the Seafarers' Section. He said he looks forward to continuing on the work already underway as well as to facing upcoming challenges.

Among those challenges is the ongoing problem with piracy. An SIU-initiated motion condemning piracy and its impact on mariners passed during the Seafarers Conference and later was approved by the whole ITF convention. The motion states a belief "that more needs to be done to protect the world's seafarers carrying out their duties serving on merchant ships." It points out the trauma being inflicted not just on the mariners but also upon their families.

The statement "calls upon governments and the United Nations to take further steps to protect mariners and their vessels operating in these dangerous waters and to provide direct support to hasten the release of the numerous ships and their crews currently held."

Additionally, the resolution "calls upon the ITF to coordinate with their international partners, both in labor and the commercial sector, to bring a strong and clear message to governments that more must be done."

Throughout the Congress, which was attended by more than 1,500 people, delegates signed the ITF-sponsored petition calling for such strong action by governments of the world to combat piracy. (SIU members who haven't signed the petition are encouraged to do so by visiting www.endpiracypetition.org before Sept. 23.)

The Seafarers Conference and Joint Seafarers and Dockers Conference also adopted a revised FOC campaign to target flag-of-convenience vessels, also known as runaway-flag vessels. Here again, the revisions later were ratified by the entire Congress.

During its longstanding battle against runaway flags through the use of port inspectors, dockers and other international union officials, the ITF also collectively bargains with many FOC shipowners directly through the International Bargaining Forum. Already, the ITF has around 9,000 runaway-flag vessels under contract, up from 2,000 earlier in the decade.

"The FOC campaign is the linchpin to our success and is as important today as it was 62 years ago," Heindel noted. "Even though we advocate the abolition of the FOC system, we must recognize that there are many responsible shipowners operating FOCs that are willing to negotiate a decent agreement. We must embrace, support and develop the model. The IBF agreement is not just a framework agreement, it is truly a collectively bargained agreement – the only one of its kind in the world!"

Heindel also said that while the FOC campaign and IBF have proven successful, many mariners continue to suffer unsafe working conditions with little to no pay. He vowed the ITF will continue its fight to assist all of the world's mariners to improve working and safety standards for all who ply the world's seas.

The federation pointed out that this is the first "major update" to the FOC policy since 1998. Known as the Mexico City Policy, it aims to "create a better balance between unions in beneficial ownership and labor-supply countries in order to provide improvements in the protection for seafarers," according to the federation.

ITF Maritime Coordinator Steve Cotton



SIU Secretary-Treasurer David Heindel becomes only the second American to chair the ITF Seafarers' Section. The first was John Fay, late SIU executive VP.



Paddy Crumlin, national secretary of the Maritime Union of Australia, is the newly elected president of the ITF.



ITF General Secretary David Cockroft tells attendees, "There's never been a bigger or more successful ITF Congress."



Representing SIUNA-affiliated unions during the meetings are (from left) ITF Coordinator East Coast Rick Esopa, SIU VP Gulf Coast Dean Corgey, AMO President Tom Bethel, AMO VP Government Relations Michael Murphy and SIU Rep Tracey Mayhew.

said the new policy would continue to establish closer relationships between mariners and dockers and their unions, and develop methods that can be used to advance their interests.

He added, "The Mexico City Policy begins to address longstanding concerns about non-domiciled seafarers. It includes an understanding that the ITF's engagement with national flag vessels is in partnership and in consultation with unions in those countries and reflects their concerns about protecting their own members."

In other news from the ITF Congress, attendees called for the promotion of existing cabotage laws (like the Jones Act) in those nations who have them while promoting such laws in other nations as a means to protect mariners in their own countries.

Also, SIU Anchorage Port Agent Tracey Mayhew was elected to serve as ITF Fisheries Section Women's Representative. This section oversees the efforts of those who work at sea and ashore within the fishing industry.

Along with Heindel and Mayhew, others serving as SIU delegates to the ITF convention were Gulf Coast Vice President Dean Corgey, ITF East Coast Coordinator Rick Esopa and Representative Daniel Duncan. Representing SIUNA-affiliated unions in Mexico City were American Maritime Officers President Thomas Bethel and Vice President Government Relations Michael Murphy as well as SIU of Canada President Michel Desjardins and Executive Vice President Jim Given.

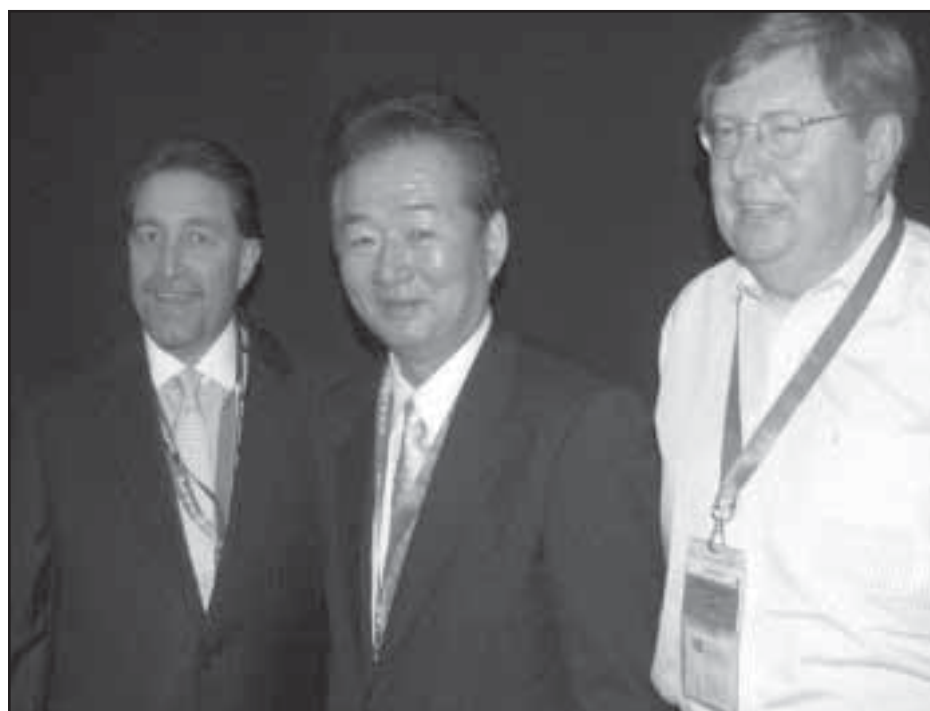
On the last day of the convention, Paddy Crumlin, head of the Maritime Union of Australia, was elected ITF president. He is the twenty-second person to take on the post and the first Australian to do so.

"I'm excited to be able to take on this new role and play my part in moving the work of the ITF, its hundreds of affiliated unions and their millions of members forward through the implementation of a comprehensive organizing program focused on trade union regeneration and revitalization," Crumlin stated.

Headquartered in London, the ITF has approximately 760 affiliated unions, including the SIU. Collectively, those unions represent more than 4.6 million members.



SIU of Canada President Michel Desjardins (right) and Executive VP Jim Given represent their union during the ITF Congress.



Pictured from left are SIU Secretary-Treasurer David Heindel, chair of the ITF Seafarers' Section; Yoji Fujisawa, 1st vice chair and president of the All Japan Seamen's Union; and Tomas Abrahamsson, vice president of the Swedish Union for Service and Communications Employees (SEKO).

U.S. Reps. Sanchez, Taylor Speak Out for Jones Act

Pro-maritime U.S. Reps. Linda Sanchez (D-Calif.) and Gene Taylor (D-Miss.) recently spoke out in support of the Jones Act, a law that protects America's national and economic security.

Sanchez on July 22 made a statement on the floor of the U.S. House of Representatives in favor of the Jones Act, and also posted related content on her official web site. She serves on the House Ways and Means Committee as well as the Judiciary Committee. On the later body, she chairs the Subcommittee on Commercial and Administrative Law.

Two days before the floor statement by Sanchez, Taylor sent a "Dear Colleague" letter to fellow members of the House, in which he comprehensively reminded them about the Jones Act's importance. Taylor is a member of the House Armed Services Committee and is Chairman of the Subcommittee on Seapower and Expeditionary Forces. He is a member of the Transportation and Infrastructure Committee, where he serves on the Water Resources and Environment, Coast Guard and Maritime Transportation, and Highways and Transit Subcommittees.

The Jones Act requires that cargo moving between U.S. domestic ports be carried on vessels that are crewed, flagged, built and owned American. Normally far-removed from any headlines outside the maritime industry, the Jones Act earlier this year became the subject of mainstream media coverage as critics falsely claimed that the law was impeding cleanup operations after the Deepwater Horizon disaster. The recent comments by Reps. Sanchez and Taylor continued a strong response

from the domestic maritime industry and its backers who set the record straight. They and other legislators as well as administration officials, maritime unions, American-flag ship operating companies and industry coalitions have pointed out not only the fact the Jones Act doesn't apply in the cleanup area in the Gulf but also that the law is crucial to the U.S. economy and its defense capabilities.

On the House floor, Sanchez said that the Jones Act is needed because it "prevents our economy from being dominated by foreign interests, who don't pay American taxes, hire American workers, or even follow American health, safety, and environmental laws."

Addressing bogus claims that the Jones Act is an impediment to cleanup efforts in the Gulf, she stated, "Nothing could be further from the truth. There is no evidence that the Jones Act has interfered with the cleanup in any way. We are in a recession. It's time to work together to expand American manufacturing and create jobs, not play partisan games."

Sanchez urged her colleagues to stop posturing and start supporting American families by supporting the Jones Act.

In his letter, Taylor explained the intricacies of the Jones Act and clearly demonstrated that the law wasn't an issue in the cleanup. In fact, as he and others have pointed out, foreign-flag vessels have assisted in the operation since its earliest stages.

"While some may want to criticize the response to the oil spill for a variety of reasons, anyone claiming that the

Jones Act, the U.S. maritime industry, or U.S. maritime labor has impeded or prevented the use of foreign skimmers or other foreign vessels needed to clean up the spill is clearly wrong," Taylor wrote.

He then listed several key reasons why the Jones Act is good policy: "The U.S. Merchant Marine, of which the Jones Act fleet is a vital part, is recognized as 'The Fourth Arm of National Defense.' A strong merchant marine and Jones Act fleet ensure the United States 1) has world-class vessels to meet sealift needs; 2) has expert and experienced seafarers to man the U.S. government's organic surge sealift ships in times of national emergency; 3) has a modern shipyard industrial base that is critical to the nation's military and economic security; and 4) makes intermodal transportation systems available for defense use through the Voluntary Intermodal Sealift Agreement (VISA)... Many other countries maintain some form of maritime cabotage laws. The outdated studies quoted by Jones Act opponents as justifications for repeal were long ago refuted by the U.S. Government Accountability Office. U.S. maritime cabotage laws help sustain more than 500,000 American jobs (both union and non-union), many of which are in the Gulf, and \$1 billion in economic activity annually, including shipbuilding and repair, vessel operations, and supporting activities. The current and previous four Presidents of the United States have all spoken in favor of maintaining the Jones Act, as have a number of military leaders.... The Jones Act is not the problem; the oil spill is the problem. Let's focus on fixing that."

Rep. Cummings Calls For Expanded U.S. Fleet

Hearing Examines U.S. Merchant Fleet in Foreign Commerce

Between the global recession and the growing American trade deficit, there has been renewed attention paid to shipping on U.S.-flag vessels. Earlier in the year, President Obama set an economic goal for the U.S. to double its foreign exports; he has called on a panel of experts to advise how to best achieve that goal in what he calls the National Export Initiative. Part of that process has included congressional testimony by representatives from a number of shipping companies and maritime organizations such as the SIU.

As part of this endeavor, U.S. Rep. Elijah Cummings (D-Md.), chairman of the House Subcommittee on the Coast Guard and Maritime Transportation, conducted a hearing with industry representatives who testified about the condition of American shipping in foreign trade. The hearing was titled "The State of the United States Merchant Fleet in Foreign Commerce." SIU Political Director Terry Turner was part of the panel representing maritime labor.

Cummings started the hearing by backing the president's initiative and called for an expanded U.S. fleet. He further stated that there is not enough U.S. cargo being carried by U.S.-flag ships and that the decline is "both a security and economic risk." Cummings explained that the U.S.-flag fleet has been carrying a dwindling portion of foreign trade, a development that "has serious implications both for our merchant marine and our nation's economy."

In a joint statement submitted by the SIU, American Maritime Officers (AMO), Masters, Mates and Pilots (MM&P), and the Marine Engineers' Beneficial Association (MEBA), the unions stated, "In war, merchant seamen have long served with valor and distinction by carrying critical supplies and equipment to our troops in faraway lands. In peacetime, the merchant marine has another vital role - contributing to our economic security by linking us to trading partners around the world and providing the foundation for our ocean commerce."

The unions pointed out that today U.S.-flag vessels and their U.S. citizen crews are on the front lines in our nation's war against terror. "American vessels and crews carry the supplies

and equipment our troops need, whenever and wherever it is needed. Simply put, the continued availability and utilization of U.S.-flag vessels and United States citizen crews provide the best way for our nation to support our troops - to do otherwise is to put the security of our forces overseas in the hands of foreign flag vessels and foreign crews."

Regarding the peacetime economy, the unions stated, "Without a stronger, larger, and more competitive U.S.-flag shipping capability the United States may find itself - and our national economy - at great risk as we become even more dependent on foreign-flag shipping operations for the carriage of our export-import trade. If Congress and the administration do not take steps to attract and retain more vessels for the U.S.-flag, producers and shippers of U.S. commodities can find themselves hostage to foreign shipping interests who can easily dictate the terms and conditions that must be met before they are willing to carry America's commerce."

"We believe therefore that it is important that our nation has the United States-flag commercial vessels and the trained and loyal United States citizen crews needed to support our troops, to protect and enhance America's economic interests at home and abroad, and to strengthen United States defense operations around the world."

The unions call on Congress to pass and support a 10-year extension and funding for the Maritime Security Program, as recommended by the House Armed Services Committee, and to resist calls for the repeal of cargo preference laws and the Jones Act.

Joining the call for full MSP funding and observance of cargo preference laws was Michael Dumas, vice president and chief financial officer of SIU-contracted Intermarine LLC. He called on Congress to "provide full MSP funding and for other maritime and export programs to nurture and promote U.S.-flag shipping."

Also testifying about the importance of U.S.-flag carriers was Philip Shapiro, president and CEO of Seafarers-contracted Liberty Maritime

Late Senator Stevens Was Strong Supporter of U.S. Merchant Marine

U.S. Merchant Marine supporter and former Alaska Senator Ted Stevens died in an airplane crash in his home state on Aug. 9. Stevens, who was 86, served 39 years in the Senate and was chairman of the Senate Committee on Commerce, Science and Transportation.

During his tenure, Stevens was a noted advocate of U.S. cabotage laws and other measures vital to the American maritime industry. A decorated military veteran, he was outspoken in his backing of American maritime labor, including specifically the SIU.

After news of Stevens' death hit Capitol Hill, many members of Congress stood on their respective chamber floors eulogizing him. On the floor of the Senate, fellow Jones Act supporter Sen. Daniel Inouye (D-Hawaii) likened the loss of Stevens to losing a brother.

From the White House, President Obama said of Stevens' passing, "He devoted his career to serving the people of Alaska and fighting for our men and women in uniform. Michelle and I extend our condolences to the entire Stevens family and to the families of those who perished alongside Senator Stevens in this terrible accident."

A champion for the successful campaign for Alaska statehood, Stevens was born in Indianapolis, Ind., on November 18, 1923. He graduated from UCLA in 1947. From 1943-46, he served in the United States Army Air Corps in World War II in China.

In 1950 he graduated from Harvard Law School and was admitted to the bar in California in 1950, to the District of Columbia bar in 1951, and to the Alaska bar in 1957. He practiced law in Fairbanks, Alaska, in 1953 and was legislative counsel, Department of Interior, Washington, D.C. in 1956.

Stevens went on to work as assistant to the Secretary of the Interior in 1958 and then as chief counsel at Department of the Interior in 1960. He returned to Anchorage, Alaska, in 1961 and practiced law and was elected to State house of representatives in 1964. He was re-elected in 1966, serving as speaker pro tempore and majority leader. He was appointed in December 1968 as a Republican to the United States Senate to fill the vacancy caused by the death of E.L. Bartlett, and was subsequently elected in a special election on November 3, 1970, to complete the unexpired term ending January 3, 1973. Stevens was re-elected in 1972, 1978, 1984, 1990, 1996 and 2002.

Shortly after hurricanes Katrina and Rita in



The late Sen. Ted Stevens was a friend of the SIU and avid supporter of U.S. maritime. These photos show Stevens in 1971 (left) and much more recently.

the Gulf of Mexico, Stevens lauded U.S. mariners and U.S.-flag shipping companies for their relief and rescue efforts. During an award ceremony at the Washington, D.C., chapter of the Propeller Club, Stevens said of merchant mariners, "I think this industry of yours is the best part of the maritime industry in the world. We can keep that going if we maintain the relationship between labor and management that I've known in this association since I first appeared before the Propeller Club."

Stevens was such a strong supporter of U.S. maritime, the SIU endorsed his re-election bid in 2008. Additionally, members of the Propeller Club thought so highly of his maritime support that the club presented Stevens with its coveted Salute to Congress Award in 2001.

In a message to the SIU in 1971, Stevens said, "I have the utmost respect and admiration for the Seafarers International Union for the job it has done ... and is continuing to do ... in the campaign to rebuild the American merchant marine."

He continued, "I have particular respect to the SIU for its interest and concern over the problems of my State of Alaska ... not only Alaska's maritime problems ... but the problems of the total development of Alaska's economic potential. My office and the SIU have worked closely together in the effort to develop the multi-billion-dollar oil reserves that have been discovered beneath the North Slope. That oil would be the best guarantee of job opportunities for American Seafarers ... because the oil would then have to move exclusively aboard American-flag tankers. We all have a stake in this issue and I am delighted to have the full force of the Seafarers International Union arrayed on our side in this battle."

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Capt. Anthony Lloyd Takes NMC Helm

Capt. Anthony S. Lloyd became the new commanding officer of the U.S. Coast Guard National Maritime Center in Martinsburg, W.Va., during a change of command ceremony conducted July 21. He replaced Capt. David Stalfort, who had served as commander since June 11, 2007.

RAdm. Brian Salerno, director of Prevention Policy, U.S. Coast Guard (USCG) presided at the change of command ceremony. Other military officers who took part in the official activities included: Cmdr. Daniel McKay, U.S. Navy Chaplain Corps and RAdm. Kevin S. Cook.

Representing the SIU-affiliated Paul Hall Center for Maritime Training and Education at the event were Don Nolan, vice president; J.C. Wiegman, director of training; Dale Rausch, director, academic education department; Priscilla Labanowski, director of admissions; and Michael Mason, deck department instructor. They were joined by John Mason, CEO, American Service Technology, Inc.

Lloyd came to the NMC after serving three years as the program manager for incident planning and preparedness policy at Headquarters, U.S. Coast Guard. In that capacity, the captain's responsibilities included serving as the vice chair of the National Response Team as well as chair

of the Interagency Coordinating Committee on Oil Pollution Research. Additionally, Lloyd sat on a host of boards for oil spill preparedness activities prior to assuming his current command. Included were the International Oil Spill Conference Committee, the Spill Control Association of America and the API Spills Advisory Group. The captain also supervised a 70-person staff which now includes programmatic oversight for the National Strike Force and the National Response Center.

"The responsibility of command is always a challenge," said Lloyd during his remarks shortly after assuming command. "But it's always a great opportunity—as I see it—to support the individuals that have a critical job for our nation's maritime system."

Prior to serving as commander of the NMC, Captain Stalfort was assigned as the chief of the Office of Performance Management for the Assistant Commandant for Operations, USCG. In this capacity, he directed the performance planning activities for national programs including port, vessel and facility safety and security, and waterways management including navigations systems, aids to navigation, bridge administration and marine transportation systems.

The NMC's self-described mission is



Capt. Anthony S. Lloyd
New Commander, USCG NMC



Capt. David C. Stalfort
Former Commander, USCG NMC

to issue merchant credentials to fully qualified mariners in the most effective and efficient manner possible in order to assure a safe, secure, economically efficient and environmentally sound marine transportation system. The agency annually issues more than 72,000 mariner credentials, approves some 2,100 training

courses and audits an estimated 260 training organizations.

As part of the credentialing process, the NMC conducts evaluations of applications to ensure mariners are qualified to hold credentials. It also administers professional exams to mariners as an assessment of mariners' knowledge.

Agency Marks 220 Years of Service

The U.S. Coast Guard recently celebrated what it described as "220 years of service to America," observing its anniversary Aug. 4.

"From its genesis as the Revenue Marine, the Coast Guard has evolved to become the world's premier multi-mission, maritime service, conducting operations around the globe," the agency said in a news release.

"Coast Guardsmen are agile, adaptable and multi-missioned," said Coast Guard Commandant Adm. Robert J. Papp Jr. "Born as revenue cuttermen, lighthouse keepers, steamboat inspectors and surfmen, we have expanded to meet the maritime needs of our nation. As Coast Guard men and women, we share a bond of pride

in our rich heritage and a common purpose to uphold our honorable traditions."

According to the release, the Coast Guard "began its service to America in 1790 within the Treasury Department as the Revenue Marine, later renamed the Revenue Cutter Service. The Revenue Cutter Service joined with the U.S. Lifesaving Service in 1915 to create the Coast Guard. The U.S. Lighthouse Service was added to the U.S. Coast Guard in 1939, followed by the Steamboat Inspection Service in 1946. The Coast Guard transferred from the Treasury Department to the Department of Transportation in 1967 and to the Department of Homeland Security in 2003."



RAdm. Brian Salerno, Capt. Anthony S. Lloyd and Capt. David C. Stalfort

Navy League President Emphasizes U.S. Merchant Marine's Importance

Official Reflects on Recent Tour of Paul Hall Center

The president of the Navy League of the United States devoted a recent editorial to the ongoing importance of the U.S. Merchant Marine. Published in the

August 2010 edition of *Seapower*, the Navy League's official monthly magazine, the editorial also features a complimentary description of the SIU-affiliated



The recent tour included a visit to the Joseph Sacco Fire Fighting and Safety School, which is part of the Paul Hall Center. Pictured from left to right are fire fighting Instructor Robbie Springer, Navy League President Daniel B. Branch Jr., Paul Hall Center Director of Training J.C. Wiegman, Rear Adm. Albert J. Herberger, USN (Ret.) and American Service Technology Inc. CEO John Mason

Paul Hall Center for Maritime Training and Education, which Navy League President Daniel B. Branch Jr. toured on June 30.

In his column, Branch wrote that American-flag commercial ships crewed by U.S. citizen mariners "continue to play an indispensable role in this nation's economic and national security, providing strategic sealift support for military operations in Afghanistan and Iraq as well as humanitarian missions around the world."

He said the U.S. depends on "the commercial shipping industry to provide safe, reliable and environmentally friendly domestic waterborne transportation, maintain a U.S. presence in international shipping and help sustain the ship construction and repair, marine supplier, and vessel operating and management industrial base."

Branch added that it is "imperative" to "remind others of the importance of a viable, actively sailing U.S.-flagged Merchant Marine fleet manned with sufficient numbers of skilled licensed and unlicensed mariners to meet this nation's needs in times of war and peace." With that in mind, he said, the Navy League has teamed up with the International Propeller Club to promote the industry and encourage cooperation throughout its various segments.

He went on to recap his recent visit to the Paul Hall Center, during which he

was accompanied by Rear Adm. Albert J. Herberger, USN (Ret.), former U.S. maritime administrator. Branch described the school as modern and comprehensive, and said the trip "taught me a great deal about what it takes to become a skilled mariner."

The entire column is available online at www.navyleague.org.

Founded in 1902, the Navy League describes itself as being "unique among military-oriented associations in that it is a civilian organization dedicated to the education of our citizens, including our elected officials, and the support of the men and women of the sea services and their families. The objective and purpose of the Navy League is twofold: educational and motivational. We must acquire and display before the citizens of our country information regarding the condition of our naval and maritime forces. We must awaken interest and support in all matters which aid our maritime capabilities."



Navy League President
Daniel B. Branch Jr.

Oberstar, Stupak Sponsor 'Historic' Legislation

Task Force Says Bill is Step Toward Repair of Lakes Dredging Crisis

The end of the dredging crisis on the Great Lakes moved a big step closer when a key House committee recently approved legislation requiring the federal government to spend all the tax dollars it collects for dredging on dredging rather than use nearly half to balance the budget.

Section 2007 of H.R. 5892, the Water Resources Development Act of 2010, mandates that all tax revenues annually deposited in the Harbor Maintenance Trust Fund (HMTF) be used to dredge the nation's deep-draft ports and waterways. Because the government does not spend all the tax dollars it raises for dredging, the HMTF currently has a surplus of more than \$5 billion.

The WRDA provision was derived from parallel but separate legislation advanced by U.S. Rep. Bart Stupak (D-Mich.) and U.S. Rep. Charles Boustany (R-La.). Their

legislation, H.R. 4844, requires that amounts credited to the HMTF are used for harbor maintenance and has nearly 50 co-sponsors. U.S. Rep. James Oberstar (D-Minn.), Chairman of the House Transportation and Infrastructure Committee, was vital in ensuring that H.R. 4844 was included in the WRDA legislation, according to the Great Lakes Maritime Task Force (GLMTF, to which the SIU is affiliated). The Transportation and Infrastructure Committee approved the full WRDA bill on July 29.

"We are deeply indebted to Congressman Stupak, Congressman Oberstar and others for their commitment to resolve the dredging crisis once and for all with this historic legislation," said James H.I. Weakley, president of the task force, the largest labor/management coalition ever to promote shipping on America's Fourth Sea Coast. "Every time a vessel leaves port with its holds less than full we are denying the American economy the efficiencies for which Great Lakes shipping was designed. Even with the dredging crisis, the Corps has estimated that Great

Lakes shipping annually saves its customers \$3.6 billion when compared to the next least-costly mode of transportation."

Although nationwide, the dredging crisis is particularly acute on the Great Lakes, according to the task force. Decades of what the organization described as inadequate funding for the Corps of Engineers' dredging program have left 15 million cubic yards of sediment clogging the navigation system, the GLMTF reported. The Corps estimates it needs \$180 million to clear the backlog.

The federal government has taxed cargo to fund dredging since 1987. In recent years, the Harbor Maintenance Tax has annually generated an average of more than \$1.4 billion in revenues for the HMTF, but expenditures have averaged less than \$800 million.

Legislation to require the HMTF to spend what it takes in each year is also moving forward in the Senate, where S.3213, introduced by Sen. Carl Levin (D-Mich.), had 15 co-sponsors as of early last month.

All Hands Safe Aboard Sagamore

The Seafarers-crewed cargo vessel *Sagamore* during the early morning hours of Aug. 8 was boarded by attackers in the Persian Gulf near Iraq's primary oil-export terminal.

According to several reports, two men wielding AK-47s embarked on the *Sagamore* from a small vessel. Once aboard the cargo ship, the pair held the crew at gunpoint and robbed them of money, cell phones and computers. No injuries occurred during the incident, which lasted some 40 minutes.

The *Sagamore* boarding was one of four nighttime raids perpetrated by thieves the same day between 2 a.m. and 4 a.m., in waters guarded by the U.S. Navy. According to the U.S. Navy's Fifth Fleet, based in Bahrain, the other ships targeted and robbed were the *Arminia*, sailing out of Antigua and Barbuda; the *Crystal Wave*, of North Korea; and the *Sana Star*, of Syria.

"They [targeted ships] were all located within general vicinity of the al-Basra oil terminal," which is about 19 miles from the port of Umm Qasr, said Fifth Fleet spokesman Lt. John Fage.

After receiving a distress call from the *Sagamore* at 4:35 a.m., the U.S. Navy's Fifth Fleet deployed a guided missile destroyer and a U.S. Coast Guard cutter to ensure the ships' security. The U.S. Navy then notified the Iraqi Coast Guard, which sent four boats in search of the pirates, according to Col. Mehdi Ahmed, the deputy commander of those forces. The Iraqi Coast Guard boats reportedly pursued the pirates to a shoreline area dense with reeds.

"Even if you have (security) ships in the area, they can't be next to every single (other) ship in the area," said Fage. "It's a large body of water, and they can't be everywhere all at once."

At that point, official accounts differ. According to Ahmed, the Coast Guard stopped the suspect boat, but the pirates themselves escaped into the marsh.

According to the Fifth Fleet, their patrols are continuing and commercial traffic has been unaffected, despite this incident and a recent, suspected terrorist attack on a Japanese vessel in the Straits of Hormuz, which also falls within the Fifth Fleet's area of responsibility.

"We're maintaining a high state of vigilance, as we always have," said Fage. He added that the robbery doesn't officially qualify as piracy because it didn't take place in international waters.

U.S.-Flag Fleet Role Could See Expansion

Continued from Page 5

Corp. "The U.S. government has seen through its own experience that foreign vessels are not always available when needed or reliable when chartered," he said.

He also explained that depending on government-owned vessels needed in time of emergency is prohibitively costly. "MSP is vital to the retention of a privately owned U.S.-flag commercial fleet," said Shapiro. "It provides the essential financial support to ensure that U.S.-flag vessels can compete successfully in the international market."

John Reinhart, president and CEO of SIU-contracted Maersk Line, Limited said, "The success of our business is based on our ability to provide competitive international transportation services to our customer. The foundation of our U.S.-flag business is the U.S. laws and policies designed to ensure a strong and economically viable U.S.-flag Merchant Marine for national defense and economic security."

Maritime Administrator David Matsuda explained during his testimony that international trade carried on U.S.-flag ships has plummeted from 57.6 percent in 1947 to less than two percent today.

Seafarers Elected to Virginia AFL-CIO Posts



During the Virginia AFL-CIO convention, which took place mid-August in Williamsburg, Va., SIU Port Agent Georg Kenny and Seafarer Daniel Duncan, who serves as president of the Northern Virginia Area Labor Federation, were elected vice presidents of the federation. Pictured from left to right at the convention are Virginia AFL-CIO Sec.-Treasurer Ray Davenport, Kenny (who is based in Norfolk, Va.), Virginia AFL-CIO President Doris Crouse-Mays (the organization's first female president) and Duncan.

Important Notices

STCW Basic Safety Training (BST) Requirement – Clarification

August 23, 2010

In response to concerns and feedback from industry, labor and the seafarer, the U.S. Coast Guard met with representatives of the SIU and its affiliated Paul Hall Center for Maritime Training and Education to clarify matters pertaining to compliance with STCW Basic Safety Training (BST) requirements. The timing of the meetings also allowed for opportune discussions of the recently approved 2010 STCW Manila Amendments. At the meeting, and in light of the expected requirements of the Manila Amendments, the Coast Guard provided the following clarification concerning STCW Basic Safety Training (BST) requirements:

■ Since the previous amendments to the STCW Convention fully took effect in February 2002, the Coast Guard has required proof of completing a Coast Guard-approved or accepted BST course as evidence of initial compliance with related STCW requirements.

■ Currently, the Coast Guard also is accepting properly documented shipboard training and assessment as evidence of an individual mariner meeting the requirements for competency in BST, provided the mariner also has accumulated at least one year of sea time within the last five years, corresponding to the mariner's credential period.

■ The 2010 STCW Manila Amendments mandate successful completion of an approved refresher course for certain elements of BST by deep-sea and near-coastal U.S. mariners.

■ To avoid potential Port State detention issues the Coast Guard will once again list BST compliance on STCW certificates.

■ Whenever mariners cannot document the sea service demonstrating ongoing maintenance of BST, they are required to take a Coast Guard-approved or accepted BST course.

■ Currently, MSC contracts require a BST Refresher Course every five years.

The U.S. Coast Guard also commended the SIU and the Paul Hall Center for their continued efforts in upgrading the seafarers' training in order to provide the most qualified and best trained seaman to meet the ever changing needs of the maritime industry they serve.

New SHBP ID Cards

In mid-August, the Seafarers Health and Benefits Plan (SHBP) mailed new ID cards to active SIU members who are covered by the Plan. Active Seafarers who haven't received their new cards are asked to contact the SHBP at 1-800-252-4674.

USNS Wheat Seafarers Donate To Fund Backing Marines, Sailors

Crew members of the prepositioning ship *USNS LCPL Roy M. Wheat* recently decided to help those they work with by donating thousands of dollars to a fund that assists Marines and Sailors wounded in action.

The *Wheat* is operated by Keystone Prepositioning Services, Inc. and crewed in the unlicensed positions by SIU members. The cargo ship sails exclusively for the Marine Corps and is typically deployed in the Eastern Atlantic Ocean and Mediterranean Sea carrying food, fuel, tanks and a range of other equipment and supplies ready for rapid delivery to Marines ashore if needed.

According to the U.S. Military Sealift Command (MSC), the civilian crew and officers and other civilian contractors working aboard the *Wheat* donated \$8,575 to a charitable organization called "Semper Fi" – a nonprofit entity that provides financial assistance and support to Marines and Sailors injured in the line of duty after Sept. 11, 2001, and their families.

"Everyone personally contributed at least \$100 to the fund," said *Wheat* Electrician **Jess Cooper**. "We did it because we wanted to help those who protect America. We work with these folks day in and day out and we each sacrifice together. It's a good ship and a good mission and our donation surely went to a good cause."

"*Wheat* is a special ship, and there is a special bond between the crew and the Marine Corps," said Capt. John Mattfeld, the ship's civilian master. "This donation is to show support for our troops fighting overseas and to demonstrate our gratitude for their service."

MSC in late July reported that members of the *Wheat's* crew and contract maintenance department personally donated \$2,175 to the fund. The crew also gave an additional \$1,225 from the ship's welfare and recreation fund that could have been used to purchase entertainment equipment on board, and also contributed the money from a

\$3,000 bonus which was awarded by Keystone for the three years the *Wheat* went without a pollution incident. The company also donated an additional \$2,175.

"Their gracious decision to donate these funds to help wounded service members and their families is not only indicative of their professionalism and dedication, but is also very much in line with the spirit of their ship's namesake Lance Cpl. Roy Wheat," said Marine Corps Col. Steven Peters, commander, Marine Corps Support Facility Blount Island in Jacksonville, Fla., where the *Wheat* recently was slated to return to reserve status while the Marine Corps conducts maintenance on its equipment. The checks were symbolically presented to Peters in a small ceremony July 27.

The agency further noted that the *Wheat's* crew members have donated their wages to the Injured Marine Semper Fi Fund in previous years, most recently in 2007. The SIU crews of prepositioning ships *USNS 1ST LT Harry L. Martin* and *USNS 1ST LT Jack Lummus* have also made similar contributions.

SIU members sailing aboard the *Wheat* when the ceremony took place included Bosun **William Lima**, ABs **Harvey Carvajal**, **Eric Morieira**, **Brooke English**, **Matthew Jesmer** and **Glenn Davis**, Electricians **Jess Cooper** and **Mark Marler**, QMEDs **Kevin Johnson** and **DeShanna Sherrod**, Oilers **Ernesto Acosta** and **Gerard Dunn**, Storekeeper **Renee Clayton**, Chief Steward **Clark Williams**, Chief Cook **Alexander Alyxi**, GSU **Jermaine Williams** and GVAs **Reina Mendez** and **Anthony Newbill**.

The *Wheat* is named in honor of Marine Corps Lance Cpl. Roy M. Wheat, who died in 1967 during the Vietnam War and was posthumously awarded the Medal of Honor for sacrificing himself to save the lives of three other Marines.

New York New Jersey Rail Earns Safety Award for Second Consecutive Year

The American Short Line and Regional Railroad Association (ASLRRRA) recently honored Seafarers-contracted New York New Jersey Rail (NYNJR) by conferring the "Jake Safety Award Certificate with Distinction" for the second year in a row. The award is for any railroad that has no reportable Federal Railroad Administration (FRA) injuries or accidents during the year (2009).

The SIU represents employees at NYNJR – the unique "floating railroad" between Brooklyn, N.Y., Jersey City, N.J., and in the waters of New York Harbor.

NYNJR Managing Director Donald Hutton stated, "This subsequent award is an outstanding reflection of the team efforts of the management and employees. Most railroads earn this award operating safely on land; but our team maintains a safe railroad operation in a land and marine environment. This dual theater of operation places our marine railroad in a very unique safety classification.

"NYNJR remains committed in making sure that this great record of safety continues," Hutton added. "Once again, the SIU members of NYNJR are thanked for the great safety record."

According to the ASLRRRA, the Jake Safety Award program started in 1995. Its creator and namesake is Lowell S. "Jake" Jacobson, a prior recipient of

Railway Age magazine's Railroader of the Year Award.

Jake started presenting these awards – and funding them with his own money – to call attention to outstanding safety achievements in the short line railroad industry, which previously had gone unrecognized. In 1999, the ASLRRRA Safety Committee adopted the Jake Awards, and since then, has continued Jacobson's legacy of rewarding and spotlighting the high safety standards of the small railroad industry.



NYNJR General Manager James Christie, Rail Clerk Larry Kurdes and SIU Members/Conductors Sam Evans and Jose Torres pose by a NYNJR locomotive at Greenville Yard in Jersey City, N.J. (Not pictured are Engineer Peter Kallou, Engineer Scott Twomey and Conductor James Lada, fellow Seafarers who helped earn the safety award.)

Retired Union Official Carl Peth Dies at 69

Retired SIU official Carl Peth died unexpectedly on July 31 at his home in Ormond Beach, Fla. He was 69.

Peth spent 34 years with the union, including service at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., where he was director of manpower. At various other times, he was a headquarters representative, port agent, organizer and safety director. A rank-and-file member from 1968 to 1973, he retired in December 2002.

Tributes from Officials

"Carl truly was an asset to the school, the union and the membership," said Paul Hall Center Vice President Don Nolan. "He was very honest, hard-working and humble. He will be missed."

Current Director of Manpower Bart Rogers worked with Peth for 20 years. Rogers described him as "first and foremost a man of God, with very high morals and values. He loved three things that I knew of: He loved his family, his faith and the SIU. He treated everyone with kindness and respect. During his time with the SIU he touched many lives and always did the right thing."

Leo Bonser, retired headquarters representative, said he "knew Brother Peth as a man of his God, a man of his family and a dedicated man to Seafarers and their families. He was a great shipmate to work with and will be remembered."

Retired Port Agent Edd Morris kept in touch with Peth.

"It is with sadness that I reflect upon Carl recently dying in his slumber," Morris said. "With his quiet demeanor, he helped many Seafarers working to overcome their troubles and demons. He didn't do his good works for any praise or even any recognition – he just did whatever needed to be done, without fanfare."

Morris added, "In the course of his career, he wore many hats and bore many crosses while he assisted others with their new challenges. Some would say that he was a swell guy; personally, I say that he is a great inspiration – the kind of hero we all can use."

A native of Chicago, Peth joined the SIU in 1968 in San Francisco. He first sailed as a messman aboard the *Cornell*



Pictured during an SIUNA convention in the late 1990s, Carl Peth retired in December 2002.

Victory. He switched to the engine department and eventually upgraded to QMED before coming ashore to work for the union in the early 1970s.

Positions held

His positions with the union and school included those of patrolman in New York and New Orleans, welfare services representative in the Great Lakes region, and port agent in Piney Point. He was active in the community, including activities supporting local churches and schools.

When his retirement was announced in early 2003, Peth stated, "The SIU is a wonderful organization and I'm proud to have been a part of it."

Survivors include his wife of 39 years, Gladys; two adult children; a sister and two brothers.



Peth (left) worked in various jobs at the SIU-affiliated school in Piney Point, Md. This photo from the mid-1970s also includes the late union official Lou Guarino, who passed away in 1998.

Remembering a Mid-Century Merchant Mariner

Editor's note: This article and the accompanying photos were submitted to the LOG by Saida Rodriguez Pagán, daughter of the late NMU member Victor Rodriguez Delgado.

It was May 29, 1945 when my father, Victor Rodriguez Delgado, set sail from New York on his first voyage with the United States Merchant Marine. My dad must surely have had mixed emotions on that day and for good reason. Since arriving in the United States from Puerto Rico a few years before, he had found life in the big city to be challenging at best. So, this new career as a merchant mariner had to have seemed promising to a 26-year-old with few friends or family on the mainland.

Still, the joy of finding work was probably tempered by a sense of anxiety as well. Although the Axis powers had surrendered to the Allies just weeks earlier, fighting in the Pacific was still going on. The possibility that Victor he would never return to his fiancée, Sylvia, was in fact very real.

But in addition to his desire for work, it was patriotism and duty that also guided Victor as he made his career decision. "God Bless America," my dad was fond of saying. And while his unabashed love for the United States may have appeared curious to some, those who knew his story could understand why. And it was a story not unlike those of countless other mid-century merchant mariners. By 1945, Victor had lost both parents and five of his six siblings in Puerto Rico. Left to find his own way in life, he had already completed service in the United States Army, had worked on the railroads in Pennsylvania and also at the Brooklyn Shipyard. Despite his struggles in the States, this was still a land of opportunity. For Victor, signing on with the United States Merchant Marine during wartime, to serve his country once again, was simply the right thing to do. And that same year, my father also began a long-time membership in the National Maritime Union, which later merged into the Seafarers International Union.

Over the next 24-and-a-half years, Victor Rodriguez Delgado would have the chance to serve his beloved country time and time again in war as well as in peace. His jobs were humble but essential to the operation of the ships. He worked in the mess area and in the engine room – wherever there was opportunity. In the 1950s, my dad sailed on vessels such as the *SS Seven Seas*, the *Santa Rosa* and the *SS America*. He made trips to Korea, carrying cargo to our soldiers during the conflict there. In the 1960s, he served aboard the *SS Mormactrade*, the *American Guide*, and the *Britain Victory*, among others.

On many of his voyages, he helped bring supplies to our service people in Vietnam. The dangerous aspects of his

service were never far from his family's mind. "Pray for Papa," my mother, Sylvia, would often say nervously during the Vietnam War when my dad made trips to the war-ravaged region. Growing up in the sixties, I lived in constant fear that my father wouldn't make it back home to New York. I will be forever grateful that he did not meet his demise in the line of duty.

For those of us with parents who were merchant mariners during that era, I think there was always a sense of that you were not part of a "traditional" family. My dad was away for months at a time and was rarely home for birthday parties, parent-teacher conferences, or family outings. Budgeting was left to my mother and out of necessity, so was most of everything else. Such was the case in 1959 when my eight-year-old sister died after a brief illness. My dad had just shipped out to Brazil when she got sick. After 10 days in a coma, Rachida died on November 1 of that year. In the pre-cell phone or Internet age, the most common way to notify someone of events such as this was by telegram. When he received the message, my dad read it in disbelief.

"At first I said, 'This can't be for me,'" my father later confided. "I thought the telegram was for some other Victor Delgado." With international travel far too limited in the 1950s, my father could not return to New York in time for the funeral. My mother had to bury her first-born child surrounded by many but feeling very alone. It wasn't until weeks later, just before Christmas, that Victor got back to the U.S. Although I was quite young, I still remember the sadness in my parents' eyes as they embraced and were finally able to grieve their loss as a couple.

Between the wars and family tragedies, though, there were many pleasant times for Victor Rodriguez Delgado. With the United States Merchant Marine, my dad saw nearly the entire globe, landing in places like India, Argentina, the Netherlands, Japan, France and many more. His favorite destinations? "Seattle, Washington, and Oslo, Norway," he told us once. I'll never forget how excited we children would get when our father called long distance to say that he was back in the States and would be coming home soon. After much anticipation, Papa would appear at the door of our Manhattan apartment, looking every bit the quintessential seaman: rosy cheeks, dressed in a leather jacket, and black seaman's cap, loaded with luggage and souvenirs. "Papa, Papa," we shouted with delight as our father entered. A generous man, Victor always brought back exotic gifts from countries I have yet to visit. Kimonos and sets of dishes from Japan, jewelry and handbags from Latin America, porcelain from the Netherlands, perfume from France. The happiness and feeling of belonging would last for days. But, just as we were getting accustomed



These photos of Victor Rodriguez Delgado were taken in the late 1940s or early 1950s



to having a father at home, and being part of a "regular family," the sense of normalcy would end abruptly. "Papa got a ship today," my mother would explain when we arrived home from school looking for him, only to find that our father had gone someplace far away without a chance to say goodbye.

Despite the sacrifices my dad's profession presented for all of us, we knew it was a lifestyle that had its advantages. By being a merchant mariner my father was able to support us, send his children to good schools and maintain the family's dignity as tax-paying, productive citizens. An integral part of all of this was the National Maritime Union (NMU). As a hard-working, humble but wise man, my father had a great deal of respect for the union that represented him during his nearly quarter-century of service. The union hall in downtown Manhattan was where he went to socialize between voyages and to apply for work. In our home, the union was gold. Membership provided our family with numerous benefits as well as a sense of security. Those positive experiences with the NMU helped shape my opinion of unions throughout my life.

Although my father loved his work, in November 1969, Victor, at the urging of his family, decided that after more than 24 years of service it was time to retire and spend more time with us. He was just 50 years old; he could receive his pension and then take another job, which is precisely what he did. This early retirement plan worked fine for a few years, but unfortunately the high-blood pressure that my dad had developed a decade earlier coupled with a new diagnosis of heart disease forced Victor to be declared disabled at the age of 54. One major source of pleasure during this time was receiving the NMU publications and keeping up with news about his former industry. But then, 11 years after his last ship came his final voyage.

In the summer of 1980, a severe heat wave hit New York City. My dad, who'd

had open heart surgery a few years earlier, succumbed to the record-breaking temperatures and had to be hospitalized. A few days later he died in Manhattan, surrounded by family and friends. Victor Rodriguez Delgado: United States Army Veteran, United States Merchant Mariner, husband and father received a military funeral at Long Island National Cemetery on July 30, 1980.

Before Victor passed away, the United States government had awarded him a medal for his service during the Korean War. I am now in the process of determining which other commendations my father may be entitled to receive posthumously. In addition, on this, the 30th anniversary of his death, I am exploring additional ways to recognize my dad's contributions at U.S. Merchant Marine memorials and maritime museums in Southern California where the family now resides.

Victor Rodriguez Delgado is among those who are often referred to as members of "The Greatest Generation." He was like so many other young Americans who entered the armed forces or the merchant marine in the mid-twentieth century. They were men and women of bravery, determination and honor. They did their jobs each and every day with little fanfare or fame. They risked their lives and made personal sacrifices so that America could remain strong and free. Whether their roles were large or small, they all contributed to a noble cause and are worthy of recognition. So let us remember their names, tell their stories, and record their deeds.

If you knew Victor Manuel Rodriguez Delgado and have stories or pictures of him please contact Saida Rodriguez Pagán at: saidapagan@att.net

In our home, the union was gold. Membership provided our family with numerous benefits as well as a sense of security.

Seafarer Composes Poem In Memory of Departed Friend

Editor's note: The following poem was submitted for publication in memory of the late Donna Lee Cameron. Cameron, 53, worked for many years as a driver in the motor pool at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. She passed away July 24 following a lengthy illness.

A Star Flew Back to Heaven Today

She couldn't wait for the rising sun,
So the angels came to take her,

Before the day begun.
Her kind heart rests with her children:
Daniel and Joanna; her beloved husband Bill.
She truly loved her family and friends
And promised she always will.
A Star flew back to heaven today.

Tears...we'll miss her so. God needed
Her feisty spirit, she was always on the go!
A lifetime of dedicated service. Humble yet tough.
She taught me to 'hold my own' – she was my
favorite Female pilot, the coolest lady I've ever
known!

For those of us who remember her at Piney Point

Being gate guard or driving the motor
pool van –
She was always there to listen and to lend
a helping hand.
A star flew back to heaven today.

On behalf of every mariner who knew her
On both foreign and domestic shores...
We love you Donna Cameron...
God bless you forever more!

Lezlie Vehikite, OBR
Paul Hall Center Apprentice Class 705
SS Kawai



Donna Lee Cameron
Sept. 29, 1956 - July 24, 2010

Council Sharpens Pro-Worker Strategies

The AFL-CIO Executive Council during its Aug. 4-5 meeting in Washington, D.C., laid out a plan for how the Obama administration and Congress fundamentally can revamp the nation's economy so that it puts workers first. The council also mapped out paths for the critical fall elections and how best to ensure that working people are mobilized to vote so working families' issues are on the national political agenda.

In a series of statements, council members—including SIU President Michael Sacco—reaffirmed the need for immediate adoption of the AFL-CIO's five-point plan to create new jobs and warned that reducing the deficit must come after more revenue-producing jobs are created.

At a time when the country is in the midst of the worst jobs crisis since the Depression, the labor leaders emphasized that the nation needs to create more good jobs, in part by expanding the Buy American program; establishing a national manufacturing strategy; and adopting new tax policies to support companies that keep jobs in America. The council also underscored the need to pass legislation that encourages a new commitment to rebuild the nation's infrastructure.

Moreover, according to the federation, America cannot have a strong economy without a strong public education system that can train workers for the global economy. Council members stressed that teachers and other education professionals must be involved in reforming our schools. The country cannot solve state and local budget woes by cutting funds for education and making teachers the scapegoats for poor policies, they said.

Other vital public services, such as mail delivery, should not be cut either, the council said. It warned the U.S. Postal Service that dropping mail delivery to five days a week would decrease the public's confidence in such a critical agency.

There was much to celebrate as executive council members praised the pro-worker policies of the Obama administration. During Labor Secretary Hilda Solis' visit to the meeting, AFL-CIO President Richard Trumka and the other leaders presented her with a poster prepared by the Labor Department outlining employees' rights on the job for posting in the workplace. The poster was signed by all the Executive Council members.

The council reminded the administration and Congress that despite their pro-worker accomplishments to date, there is still much to do to ensure that worker rights and their health and safety are protected. Council members approved a statement pushing for quick action on the Employee Free Choice Act and



AFL-CIO President Rich Trumka presents Secretary of Labor Hilda Solis with a poster outlining workers' rights. (Photo by Bill Burke/Page One)

changes to federal labor laws that would help the National Labor Relations Board fulfill its mission to promote collective bargaining.

Workers must have safe jobs and the council singled out two groups whose safety and health has been especially endangered recently—first responders and energy workers. The recent rash of deaths in mines and oil rigs clearly shows the need to tighten safety rules and the council urged Congress to quickly pass mine safety legislation. It also condemned some legislators' cynical refusal to extend health care benefits for America's heroes—the first responders after the 911 terrorists attack.

The council spotlighted the plight of workers around the world in a resolution of solidarity with Bangladeshi garment workers seeking a modest minimum wage increase of 35

cents. The Trade Statement also called for strong action to include enforceable workers' rights in trade agreements.

In other business, the council called for changes in the Senate's antiquated rules to help break the seemingly permanent gridlock in that chamber, elected five new members and honored retiring members Ron Gettelfinger and Ann Converso. The new members are Bob King, UAW president; General Holiefield, UAW vice president; Lee Saunders, secretary-treasurer of AFSCME; James Andrews, president of the North Carolina AFL-CIO; and Maria Elena Durazo, executive secretary-treasurer of the Los Angeles County AFL-CIO.

The AFL-CIO Executive Council meets at least twice annually to consider important union movement business and policies. SIU President Sacco has served on the council since 1991.

With Seafarers Aboard the El Faro

These photos of SIU members aboard the *El Faro* were sent to the LOG by DEU John Cooper.



OMU Will Scott (foreground), AB Ray Johns



OMU Thomas Hawks (foreground), OMU David Quade



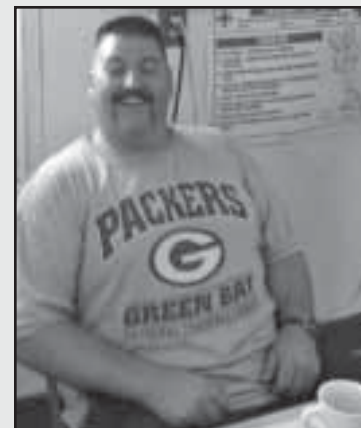
Electrician Trent Sterling (left), Baltimore Port Agent Elizabeth Brown

Snapshots from the St. Clair

AB Fr. **Sinclair Oubre** submitted these recent photos from aboard the Great Lakes vessel *St. Clair*. Operated by American Steamship Company, the *St. Clair* is 770 feet long. According to the company, the vessel "uses a twin conveyor system below its cargo holds to transport cargo to an inclined conveyor belt that elevates the cargo to the deck-mounted boom conveyor. For maneuvering in port the vessel is equipped with 1,000 HP bow and stern thrusters."



GUDEs Mohammed Ali, Jabr Ali and Abdul Alsharey



In photo at left are 2nd Cook Fonda Biamonte (left) and SA Jimmy Beaudry. Conveyorman Richard Sawyer is above and Bosun Ray Hotchkiss is at right.





CELEBRATION IN ST. LOUIS – Members of the SS Samuel Parker Chapter of the American Merchant Marine Veterans (AMMV) met at the SIU hall in St. Louis on June 28 to celebrate the 235th birthday of the U.S. Merchant Marine. A number of chapter members are pictured here, with SIU Port Agent Becky Sleeper (sixth from right). The AMMV reminds all mariners that June 12, 1775 is considered the date of the first sea engagement of the Revolution and the start of the U.S. Merchant Marine's role in the war.



ABOARD HORIZON SPIRIT – Pictured from left to right are SA Walter Harris, Recertified Steward Susan K. Bowman and Chief Cook Raul Napoles. "I am proud to have these two gentlemen in my department," Bowman wrote in an email to the *Seafarers LOG*. "Crew morale is good as we are putting out excellent meals and we have a great, professional working relationship."



WELCOME ASHORE – At the SIU hall in Norfolk, Va., Port Agent Georg Kenny (left) congratulates Bosun Larry Ambrous on his retirement. The bosun started sailing with the SIU in 1967. He most recently sailed aboard a Maersk Line, Limited vessel.



PFEIFFER IN GUAM – SIU Port Agent John Hoskins (right in photo above, with Chief Steward Stephen Avallone) in early August serviced the Matson vessel *R.J. Pfeiffer* in Guam. Avallone and Hoskins used to sail together aboard the *USNS Stockham*, "so it was really nice to meet up with him again after so long," Hoskins said. Pictured from left to right in the photo below are ACU Shawn Canon, Chief Cook Susano Cortez and Avallone.



DECK DEPARTMENT OPERATIONS – These images from AB Brandon Braam were taken earlier this year aboard the tanker *USNS Lawrence H. Gianella* in Diego Garcia. The photo above shows Braam during daily deck duties. Silhouetted in the other photo is Relief Bosun Kyle Bailey working on an underway replenishment arm. The *Gianella* is operated by Ocean Shipholdings Inc. for the U.S. Military Sealift Command.



At Sea And Ashore With The SIU



MEETING IN MARYLAND – Seafarer Ritche Acuman (left) submitted this photo of himself, his son Ritche Jr. ("a future SIU member," according to dad), SIU President Michael Sacco (center) and Seafarer Martin Gonzales. The snapshot was taken earlier this summer in Piney Point, Md.



AT THE OAKLAND HALL – Pictured at the union hall in Oakland, Calif., are Seafarer Dexter Hastings (left in photo above), being sworn in for his full B book by Asst. VP Nick Celona, and newly retired Seafarer Elwyn Ford, standing with his wife, Lenea, and Celona.





The SIU group included Gil Villena, Donato Camandang, Cornelio Bartolome, Donaldo Clotter, Nick Rios, Jeff Turkus, Gerardo Ruiz, Alberto Jose, Roger Martell, Mario Ferrer, Eric Garcia, Eduardo Munizaga and Jess Solis, most of whom are pictured above, and a dozen or so others.



AFL-CIO President Rich Trumka says California needs leaders who will create and save jobs. (Photo by Caroline O'Connor)

Union Members Rally in Los Angeles, Call for Creating, Keeping Good Jobs

Seafarers Join Demonstration of More than 5,000

On Friday the 13th, trade unionists and labor leaders spoke out about the frightening export of American jobs and the urgent need to create and keep good jobs in the United States.

Approximately two-dozen Seafarers and SIU officials participated in the rally Aug. 13 in Los Angeles – an event that drew more than 5,000 demonstrators. The gathering outside Los Angeles City Hall featured remarks by AFL-CIO President Rich Trumka and U.S. Senator Barbara Boxer (D-Calif.), among others. Its theme was “Paychecks Pay the Bills.”

“There was a lot of solidarity,” said SIU Wilmington, Calif. Port Agent Jeff Turkus, who helped lead the SIU contingent. “It was really something to see and of course the rally was very peaceful but very spirited.”

Trumka mainly focused on California-specific issues but also discussed the upcoming elections and the nationwide economic picture. He pointed out that anti-worker commentators and legislators lately have targeted public-sector employees (and their unions), and those attacks must be rebutted.

“We’ve seen private-sector jobs destroyed, and now they’re coming after the public employees. Some people see public employees as an island of privilege,” Trumka told the crowd. “The truth is you’re the foundation for decent standards – you’re the only thing standing in the way of a Republican-driven, all-out race-to-the-bottom – a deeper and deeper hole. And that’ll be the end of America’s middle class.”

“When public employees and union workers everywhere negotiate decent pay and decent benefits, what we do is lift all boats,” he continued. “Every worker in America gets a chance at a better deal. We need each other.

We’re strong together. Shoulder-to-shoulder, there’s nothing we can’t do.”

The AFL-CIO president said that on Election Day 2010, California is “ground zero in the political showdown between Wall Street and Main Street. Nowhere else in the nation are voters’ choices in November so stark. You have the third-highest jobless rate in the country. A budget deficit of \$21 billion. You need leaders who can create and save jobs, and deal with tough budget situations. That’s why we’ve got to fight for Barbara Boxer and Jerry Brown – because together we can restore California and restore jobs.”

Trumka urged union members to participate in grassroots activities leading up to the elections. “And let me tell you why,” he stated. “Because if we win these elections on November 2, it’ll strengthen us to fight on November 3, and the next day, and the day after that, for the jobs we need. Nobody’s going to hand them to us. And people who want better have to understand: If California and America are going to create new jobs with rising wages, stable benefits and promising futures, we’ve got to work for it. If you believe that keeping jobs in this country matters, and in returning America to a country that makes things again, work for it.... And don’t let anyone stand in our way.”

Boxer said the rally was intended to “send a message to this great state that the key to the American dream is a good-paying job. We are going to keep fighting for workers.”

Maria Elena Durazo, executive secretary-treasurer of the Los Angeles County Federation of Labor, said, “Today is a national call for good jobs now. It starts in L.A. but it’s going to make its way all across the United States of America.”



Maria Elena Durazo, executive secretary-treasurer of the Los Angeles County Federation of Labor, tells the crowd it is time for a “national call for good jobs now.” (Photo by Lewis Jacobs, IATSE Local 600)



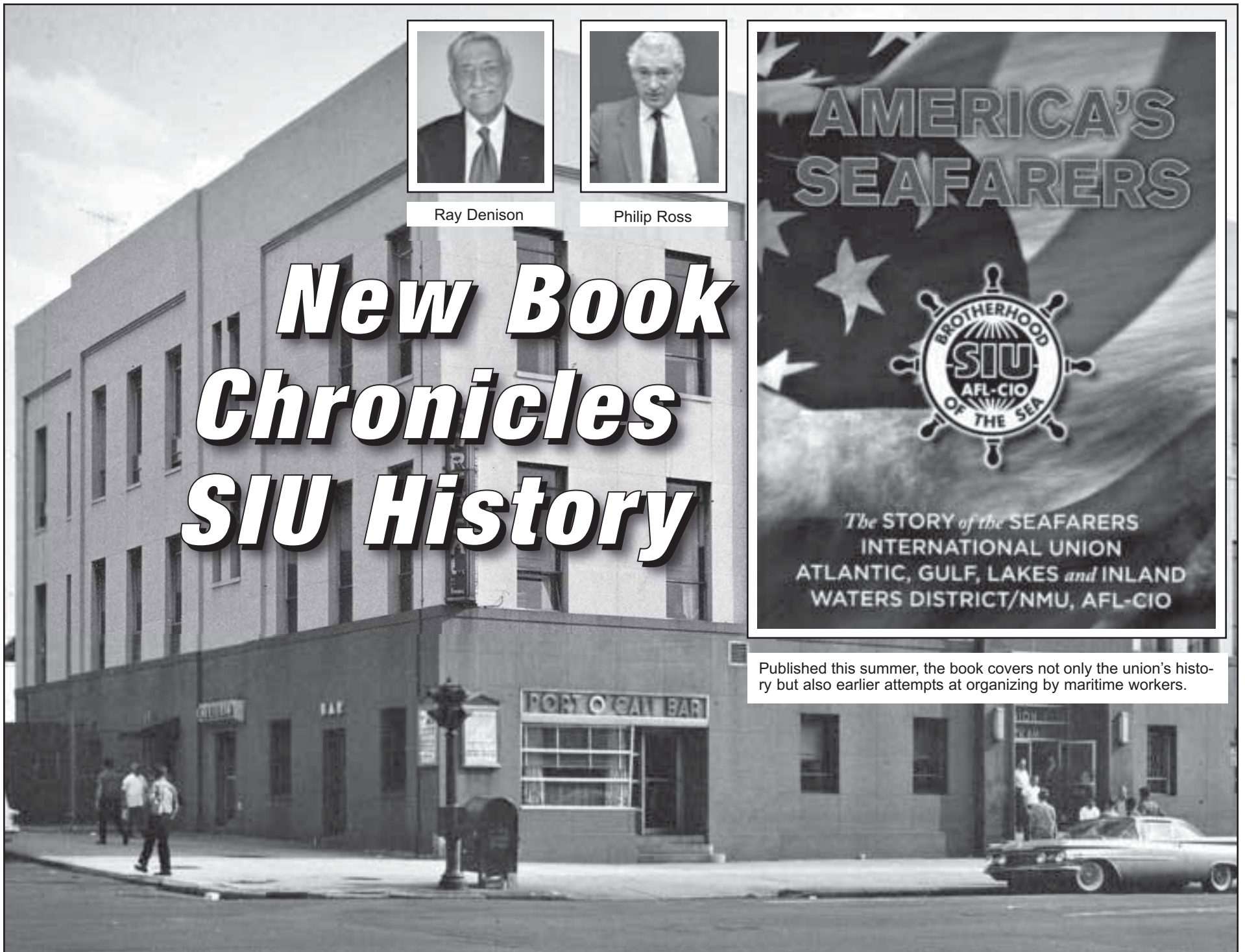
California Labor Federation President Art Pulaski joins workers at the rally. (Photo by Caroline O'Connor)



Rally-goers urge city officials and others to create jobs and stop outsourcing. (Photo by Caroline O'Connor)



More than 5,000 people demonstrate (above) at City Hall in Los Angeles in support of good jobs. In photo at left, the message was hard to miss: People are anxious to find employment. (Photo by Lewis Jacobs, IATSE Local 600)

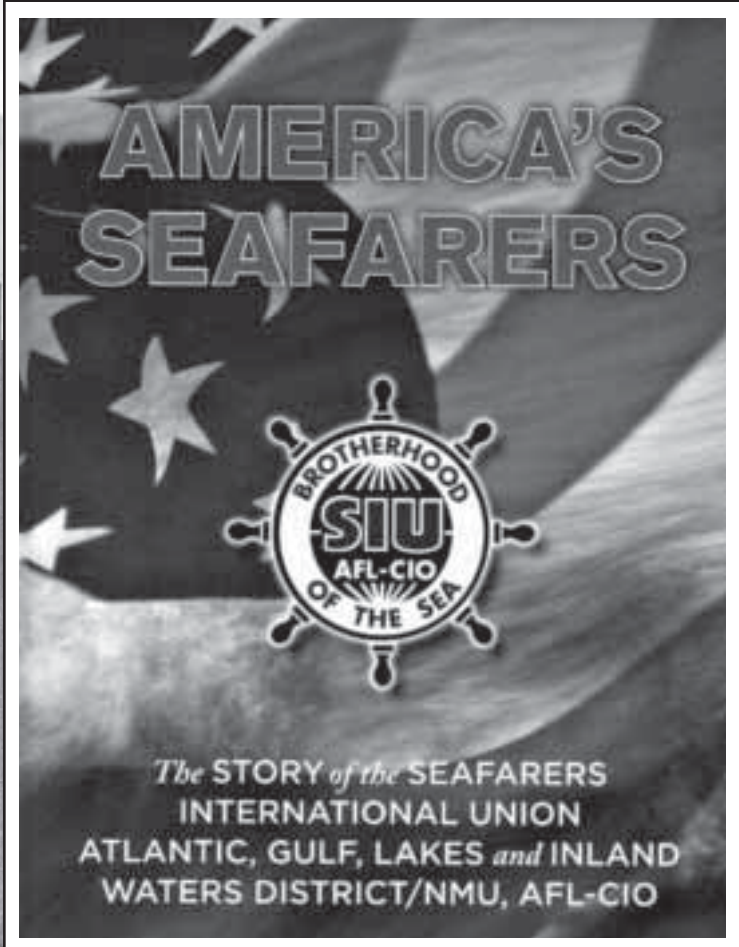


Ray Denison



Philip Ross

New Book Chronicles SIU History



Published this summer, the book covers not only the union's history but also earlier attempts at organizing by maritime workers.

Union headquarters in Brooklyn, N.Y., is shown at its opening in 1951. This image and dozens more are included in the book, which may be ordered at www.siustore.com.

The SIU is pleased to announce the publication of "America's Seafarers," a book that examines the union's history to the present day, including key events leading to its founding in 1938.

The 271-page hardcover book authored by Ray Denison and Philip Ross covers the history of early attempts at union organizing among maritime workers that preceded the SIU's start. The book charts the union's struggles and growth through the final years of the Great Depression, its role in World War II with its heavy loss of SIU-crewed ships, to its post-war campaigns for decent working conditions and wages while undertaking organizing drives. Included are details of the historic struggles to win recognition in the Isthmian and Cities Service fleets.

Also included in the book are details about the fight to maintain cargo preference laws for U.S.-flag vessels while battling the exodus of American ships to runaway flags. "America's Seafarers" also reviews the establishment of SIU vacation, health and scholarship programs and the creation of the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Other chapters focus on the containership revolution, the SIU's role in the first and second Gulf Wars as well as its hard-fought battles in the Congress to defend the Jones Act and to bring about the creation of the Maritime Security Program.

The book, which sells for \$14.99, contains photos and a timeline of events, and is available at the SIU's online Slop Chest, located at www.siustore.com. The Slop Chest also is accessible from the SIU web site, www.seafarers.org. Additionally, the book is available at the Sea Chest store located at the Paul Hall Center in Piney Point.

A former *Seafarers LOG* editor and AFL-CIO legislative director, Denison approached the union more than two years ago with the idea of putting together a comprehensive account of the SIU's history. He described the project as "a labor of love," and said the finished product is a fitting tribute to an organization that remains close to his heart.

"I truly believe there is a need for this book to honor those whose vision and dedication made the union a success and who have played a vital role in preserving the American Merchant Marine," said Denison, who also served as administrator of the SIU's Great Lakes District. "However, it would not have happened without the total supportiveness of the union as well as that of the Paul Hall Center."

"America's Seafarers" was published by union-contracted Mosaic, based in Cheverly, Md.



More than 1,200 SIU members lost their lives sailing in World War II, a period examined in "America's Seafarers."



This photo from the book shows Paul Hall, then New York port agent, rallying Seafarers outside the SIU hall.

The Ed Woods Story – A Teenager in World War II

Editor's note: This is the first installment in an occasional series written by Edward T. Woods, a U.S. Merchant Marine veteran of World War II who later served in the U.S. Coast Guard. Parts of the story also have been published in editions of the American Merchant Marine Veterans North Atlantic Chapter newsletter.

Woods, who sailed in the engine and steward departments, turned 83 earlier this summer. "I am among the youngest of the surviving U.S. Merchant Mariners of that era," he wrote in a letter to the Seafarers LOG.

World War II was at its height on May 17, 1944, the day the United States Maritime Service announced it had lowered the enlistment age to 16 years for youngsters willing to train and sail as merchant seamen. The invasion of Europe, D Day, was still three weeks away. The Allies were at the outskirts of Rome on their way to liberating the centuries-old historic city. In the Pacific, General MacArthur had begun his Island Hopping Campaign and was in the process of taking New Guinea in preparation for his return to the Philippine Islands in the coming months. His promise, "I shall return," a promise made to the Philippine people in early 1942, was about to come true. New ships were being built in our American shipyards at an unprecedented pace to replace the merchant ships sunk by German U-boats. Regrettably, in wartime, when a ship was sunk most of the crew went down with it. More men were desperately needed to sail these new ships as they were launched. The following article appeared in the New York papers:

The War Shipping Administration announces that, effective immediately, the United States Maritime Service will enlist young men between the ages of 16 and 17-1/2 years for training for service in the Merchant Marine of the United States, with their parents' consent. Six weeks training is required for service as mess men and utility men in the steward department, and 13 weeks training for service in the deck and engine departments. Upon completion of training, men will be assigned to merchant vessels within a few weeks. No men are being enrolled between the ages of 18 and 26 except those classified by Selective Service in any F or L classification or in 1-C, but all qualified men over the age of 26 and less than 35 1/2 for the deck and engine departments, or less than 50 1/2 for the steward department, are eligible for enlistment for training. A career at sea has always been attractive to young men. The Merchant Marine is playing a vital part in winning the war. Without it, supplies, equipment and troops could not be transported to our battle-front. Gen. Eisenhower, Gen. MacArthur, Gen. Montgomery, Admiral King and Admiral Nimitz have recognized the merchant seamen as part of our fighting team. Here is a way young men can volunteer for a part in the winning of the war, before they reach the age of registration under Selective Service. The United States Maritime Service maintains Enrolling Offices in most principal cities. Apply there, or write to the Commandant of the United States Maritime Service, Training Organization, War Shipping Administration, National Theatre Building, Wash., D.C.

When I tell someone today that 16-year-old American boys served in World War II at the invitation of our government, they express surprise. They are more amazed to learn the United States Government actively recruited 16-year-old boys for service in the wartime Merchant Marine.

In May 1944, I had two older brothers in the Marine Corps who were fighting the Japanese on remote and unidentified islands in the Pacific Ocean. My family had not heard from them in many months. Like most of the kids my age, I wanted to do my part to help beat the Axis. In my own way, I wanted to feel I was helping my brothers. I was 16; I quit school, got my mother's tearful written permission and enlisted at the downtown Manhattan office of the U.S. Maritime Service. I was sworn in on June 1, 1944 as a seaman recruit and began training the same day at the U.S. Maritime Training Station, Sheepshead Bay, New York.

Part of the program consisted of basic gunnery training. I was taught the fundamentals of handling anti-aircraft guns; how to load, aim and lead fire (aiming ahead of a

flying plane to allow for the plane's speed and distance). These guns were similar to what would be aboard our merchant ships. There was an emphasis on lifeboat training. I had to learn to launch and retrieve boats manually on davits located on our pier. This included additional practice in tying knots and rowing a whaleboat together with my section mates for 40 hours in Jamaica Bay, New York. The latter was fun and, after we mastered the use of rowing in unison and following the coxswain commands, we held races with the other training sections. I earned the coveted Lifeboat Man's Certificate. It was emphasized that knowing how to abandon and safely move away from a sinking ship was paramount to survival.

My first cousin, Eddie Keenan, was also at the Sheepshead Bay Training Station, although in a different section. At the end of the war, Eddie stayed at sea, continued his marine engineering studies and earned his engineer's license. He later obtained a commission in the U.S. Navy and was stationed in Bremerhaven, Germany. Today, Eddie and I keep in touch with each other by telephone and often exchange information about the merchant mariners in WWII.

Following a few weeks of training, I was assigned to my first ship, a T2 oil tanker, the *S/S Horseshoe*. We carried aviation fuel and a deck cargo of P51 Mustang fighter airplanes to Liverpool, England. It was the first time in my young life that I had left the states of New York and New Jersey. Years later, I wrote a short story about my first voyage as a merchant seaman. I titled my story *My First Voyage in WWII*. My wife, Jackie, took exception and said I should use a more dramatic title. She suggested *A Teenager Goes to War*, and that is what I named it. Later my story was included in an anthology of stories of and by World War II merchant mariners (*Patriots and Heroes*, edited by Gerald Remnick).

In WWII, merchant ships, such as the *S/S*



Woods is pictured aboard the U.S. Army Transport ship *E.B. Alexander* in 1946.

Horseshoe, were armed with eight 20-millimeter anti-aircraft machine guns spread out along the starboard and port sides, a five-inch 38-caliber aft over the poop deck and a 3-inch 50-caliber gun on the bow. With the help of the merchant crew, the guns were manned and maintained by the U.S. Navy (the Navy Armed Guard). Before we left the port of New York, the U.S. Navy ensign in charge of the Navy gunners mustered the merchant crew and told us that he did not have a sufficient number of Navy gunners to man the guns. He would need men from the merchant crew to work alongside the gunners. I signed up immediately, as did most of the crew. My first assignment was as a hot shell catcher on the 5 inch 38. Later, and for the duration of the war, I was assigned to one of the 20-millimeter anti-aircraft machine guns. This was more to my liking as there was only one lone Navy gunner assigned to the gun, a fellow New Yorker. In a short time, the two of us became good friends. The gunner told me that aboard a U.S. Navy ship four gunners would have been assigned to one 20mm. During gunnery practice, I alternated firing the weapon with the gunner and, foolishly or otherwise, I began to wish a German plane



During the training that helped Woods earn his lifeboat ticket, "It was emphasized that knowing how to abandon and safely move away from a sinking ship was paramount to survival," he wrote.

would attack us during the voyage so I could blow it out of the sky: "I'd show 'em!"

While assigned to the gun, my job was to change the heavy gun barrel before it overheated. It felt as if it weighed more than I did at that time. I had to use heavy asbestos gloves together with a specially designed wrench to remove the hot barrel and then immediately put it in a nearby tub of water to cool before it warped from the extreme heat. As the hot barrel was plunged into the relatively cool water, a column of hot steam would come blasting out of the tube. I had to be sure to stand clear. Then, and as quickly as possible, I had to mount a replacement barrel so the gunner could continue firing. I also had to keep loading magazines on the gun. The magazine held 60 shells and emptied very quickly.

On my first voyage was to Liverpool, England, my ship, the *S/S Horseshoe*, was part of a huge convoy. It took nine days to cross the Atlantic and this was considered a fast run for a convoy during WWII. I was told that I was lucky to be on a new T2 tanker that could keep up with troop ships. A convoy with troop ships meant more naval escorts: Numerous Canadian Corvettes and American Destroyers were positioned around the perimeter of the convoy. It was rumored a small U.S. Navy aircraft carrier was ahead of us offering additional protection against the German U-boat menace. (As with other groups of men in relatively close quarters, there was a constant flow of rumors aboard ship. Rumors and gossip were called scuttlebutt. A scuttlebutt is a drinking fountain on a ship and it is there that the rumors begin to spread. The word scuttlebutt eventually came to mean gossip.)

When my ship arrived in Liverpool, we anchored midstream in the Mersey River and connected our cargo tanks to underwater pipes to pump our bulk oil ashore. Once our tanks were empty, we moved to a docking area near the Cunard-White Star line-docking complex to unload our deck cargo. I learned that the difference between low and high tides in the Mersey River is one of the highest in the world for a major port. Docked next to us was a Swedish hospital ship painted white with highly visible big red crosses along its sides. It was disembarking wounded British soldiers that had been taken in exchange for wounded German prisoners of war. It was a sad and depressing sight watching young men in bandages being carried off on stretchers or walking with the aid of crutches. I could see that some of them were missing limbs. Sweden was a neutral nation and was used by both the Axis and the Allies for humanitarian purposes.

When I first went ashore in Liverpool, I immediately witnessed the results of the German bombing: a great deal of devastation throughout the city. As bad as it appeared to me, I was told that it was nothing compared to the destruction of London and other English cities caused by the German bombing. I had to admire the English for their strength and determination. They were hungry, but never beggars. Most of the young kids could not remember ever seeing an orange or a banana. When I went ashore, I carried with me a few oranges and a banana or two. I gave them to the girls at the Seamen's Club to bring to their families. I exchanged addresses with a young girl at the

club and over the following year, we were active pen pals. She and a younger brother and sister together with her parents were now crowded in with relatives in a small apartment in North Liverpool. Her family had lost their home in an air raid – "bombed out," they called it. I gathered she was happy to be alive. Her older brother was fighting in France with the British army, as was most of the male British population with the exception of the older folks and children.

There were street kids who offered to sing suggestive ballads for a reward of a piece of gum or a chocolate bar. We obliged them, and I heard the story of *Maggie Mae of Lime Street* for the first time. Also popular was, *Roll Me Over Yankee Soldier*.

One night, I missed the ride back to my ship and, due to a strict curfew and a total blackout of all lights I had to be off the darkened streets. I tried to rent a hotel room, however when the clerk asked for identification, he noted that I was under 18 and therefore would need to stay at a special hotel. He directed me to the Angel Street Service Club for Young Seamen. I paid one shilling, about 20 cents, for the night's lodging that included a morning breakfast of powdered eggs, toast and chicory coffee. A typical wartime English breakfast. A young English sailor said to me, "After you Yanks taste our coffee, you'll see why we drink so much tea." Someone in the background added the now familiar comment about the Yanks in England during wartime: "God bless you Yanks, you're over here, you're overpaid and you're over-sexed." Always said in a friendly spirit.

I stayed in Liverpool for a week, and then returned to New York, where I changed ships. My new ship, the *S/S Brandy Station*, was an identical T2 tanker and we carried the same split cargo: aviation gasoline, bunkers (fuel oil) and P38 airplanes. The *Brandy Station's* deck crew were members of the Seafarers International Union (SIU). They had been recruited directly from the union hall with a guarantee that all SIU contractual agreements would be met. This proved helpful for every crew member, especially the non-members – kids like myself, fresh out of the U.S. Maritime training camps. It would be my home for the next 16 months.

This time, I sailed with an exceptionally large convoy to Casablanca, Morocco. We arrived at night and our convoy anchored outside the harbor until morning. There was an unusual odor in the air of herbs, spices and other unidentified aromas as we sat at anchor many yards out from the docking facilities. The smell lasted for the entire week I stayed there and then lingered aboard ship for many months after, especially when I opened up souvenirs I had purchased from the Moroccans – leather wallets that had not been properly tanned.

The next morning, as we moved towards the docking facilities, I saw a huge war ship tied at a pier, its gun barrels pointing straight at us. It was the French battleship *Jean Bart* with a huge ragged hole in her bow. She had been in a duel with our American navy during the invasion and her big guns had caused much concern to our landing forces. Fortunately, in the early stages of the battle, she took a hit from one of our war ships and was put out of action. A short time later, she surrendered and the French in Africa became our allies once again.

Members Earn A-Seniority Books



The two Seafarers pictured here recently received their respective A-seniority membership books. In the photo above, AB Confesor Arzu (left) picks up his book from Port Agent Kris Hopkins at the union hall in Ft. Lauderdale, Fla. In the other photo, Chief Cook John Walsh (right) displays his book at the Baltimore hall after receiving it from Port Agent Elizabeth Brown.



September & October 2010 Membership Meetings

Piney Point.....*	Tuesday: September 7, Monday: October 4
Algonac.....	Friday: September 10, October 8
Baltimore.....	Thursday: September 9, October 7
Guam.....	Thursday: September 23, October 21
Honolulu.....	Friday: September 17, October 15
Houston.....	Monday: September 13, *Tuesday: October 12
Jacksonville.....	Thursday: September 9, October 7
Joliet.....	Thursday: September 16, October 14
Mobile.....	Wednesday: September 15, October 13
New Orleans.....	Tuesday: September 14, October 12
New York.....	Tuesday: September 7, October 5
Norfolk.....	Thursday: September 9, October 7
Oakland.....	Thursday: September 16, October 14
Philadelphia.....	Wednesday: September 8, October 6
Port Everglades.....	Thursday: September 16, October 14
San Juan.....	Thursday: September 9, October 7
St. Louis.....	Friday: September 17, October 15
Tacoma.....	Friday: September 24, October 22
Wilmington.....	Monday: September 20, October 18

* 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

July 16, 2010 – August 15, 2010

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	18	14	0	16	7	0	6	20	15	2
Anchorage	0	1	0	0	3	0	1	0	1	0
Baltimore	3	6	1	5	7	1	3	5	10	1
Fort Lauderdale	17	18	0	11	9	1	6	36	24	2
Guam	2	4	1	2	4	0	0	5	4	2
Honolulu	7	6	0	8	3	0	3	15	13	1
Houston	52	19	3	46	15	2	17	104	36	5
Jacksonville	26	24	3	32	22	0	13	39	39	7
Joliet	6	2	2	4	3	1	1	3	3	2
Mobile	7	4	1	5	3	0	1	16	9	1
New Orleans	12	6	2	12	8	1	10	26	11	3
New York	47	14	8	32	14	4	18	97	32	8
Norfolk	16	30	10	14	29	6	13	35	40	12
Oakland	25	13	1	15	6	0	8	37	26	2
Philadelphia	7	6	0	7	7	0	6	8	4	0
Piney Point	2	11	1	1	13	1	0	1	5	0
Puerto Rico	7	8	1	7	6	1	6	10	14	6
Seattle	37	24	1	23	19	0	20	68	37	3
St. Louis	4	1	1	3	2	0	0	2	2	2
Wilmington	36	20	3	25	13	1	9	53	51	12
TOTALS	331	231	39	268	193	19	141	580	376	71

Engine Department										
Algonac	6	6	1	3	3	2	1	6	7	1
Anchorage	0	0	0	0	1	0	0	0	1	1
Baltimore	4	7	1	4	5	0	2	10	8	1
Fort Lauderdale	7	5	0	7	3	0	3	14	11	0
Guam	2	1	0	0	1	0	0	4	1	0
Honolulu	6	3	1	2	2	0	1	16	4	2
Houston	15	17	1	14	13	0	4	29	25	1
Jacksonville	13	14	0	11	13	1	6	28	27	2
Joliet	3	3	1	2	3	0	1	3	2	1
Mobile	8	2	1	12	4	0	1	10	7	1
New Orleans	4	2	2	6	1	2	5	9	5	0
New York	13	11	0	14	9	0	4	31	27	2
Norfolk	10	22	1	7	9	0	4	16	27	2
Oakland	14	8	2	10	7	1	3	17	10	1
Philadelphia	4	3	0	5	4	0	4	5	4	0
Piney Point	4	4	0	1	1	0	0	3	4	0
Puerto Rico	2	6	0	1	2	0	0	6	16	0
Seattle	10	14	1	10	12	0	7	26	25	1
St. Louis	1	2	1	0	1	0	0	2	3	1
Wilmington	7	20	0	11	6	0	6	16	39	10
TOTALS	133	150	13	120	100	6	52	251	253	27

Steward Department										
Algonac	3	3	0	3	3	0	0	2	3	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	2	0	6	2	0	2	1	2	1
Fort Lauderdale	7	5	0	8	2	0	6	16	8	1
Guam	3	2	1	3	0	0	0	2	4	1
Honolulu	3	0	1	8	1	1	4	19	1	0
Houston	23	7	0	15	3	0	4	38	14	0
Jacksonville	17	6	1	19	8	0	6	24	13	1
Joliet	1	1	1	0	0	1	0	1	2	0
Mobile	8	2	0	4	1	0	1	13	5	0
New Orleans	7	3	0	9	0	0	6	14	4	0
New York	15	8	0	16	3	0	8	36	12	0
Norfolk	11	7	2	10	8	2	6	23	13	0
Oakland	19	5	0	20	4	1	11	32	4	0
Philadelphia	4	1	1	4	0	0	2	1	2	1
Piney Point	3	2	0	6	1	0	3	3	3	0
Puerto Rico	1	2	0	1	2	0	1	3	2	0
Seattle	22	3	0	15	6	0	10	34	7	0
St. Louis	1	1	0	1	2	0	0	3	2	0
Wilmington	28	2	2	15	3	1	6	57	13	2
TOTALS	179	62	9	163	49	6	76	322	114	7

Entry Department										
Algonac	3	9	9	0	3	6	1	4	14	4
Anchorage	0	0	1	0	1	1	0	0	1	3
Baltimore	0	4	2	0	1	1	0	0	3	5
Fort Lauderdale	0	11	10	0	6	0	0	0	10	19
Guam	1	1	1	0	0	0	0	1	2	2
Honolulu	1	2	1	0	2	2	0	8	6	4
Houston	5	9	4	5	8	3	3	8	28	10
Jacksonville	2	20	6	1	14	5	0	6	35	17
Joliet	0	1	0	0	2	0	0	0	2	0
Mobile	2	5	3	0	1	0	0	2	11	5
New Orleans	1	4	2	1	0	0	0	2	6	5
New York	8	30	8	4	26	5	3	11	68	36
Norfolk	1	14	12	0	8	6	0	1	31	41
Oakland	2	15	6	2	8	2	1	3	29	13
Philadelphia	0	1	1	0	1	2	0	0	1	2
Piney Point	0	19	17	0	5	20	2	0	2	0
Puerto Rico	0	2	1	0	0	0	0	0	3	1
Seattle	7	12	5	5	14	2	4	8	26	5
St. Louis	0	1	0	0	1	0	0	0	1	0
Wilmington	2	11	7	2	4	0	0	6	38	27
TOTALS	35	171	96	20	105	55	14	60	317	199

GRAND TOTAL:	678	614	157	571	447	86	283	1,213	1,060	304
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Seafarers International Union Directory

Michael Sacco, President
Augustin Tellez, Executive Vice President
David Heindel, Secretary-Treasurer
George Tricker, Vice President Contracts
Tom Orzechowski,
Vice President Lakes and Inland Waters
Dean Corgey, Vice President Gulf Coast
Nicholas J. Marrone, Vice President West Coast
Joseph T. Soresi, Vice President Atlantic Coast
Kermett Mangram,
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was answered by Seafarers in the Port of New Orleans.

How do your preconceived notions about being a mariner compare to your actual experiences?

John Hale
Chief Cook

I've been going to sea since 1993. I was born in Arkansas but now live in New Orleans. Being a Seafarer has been a very good experience for me. Not only have I seen



more than half of the world, I have also learned a great deal more than I ever thought I would learn about being a mariner. I have met and worked with some great people during my career and I'd highly recommend this line of work to

anyone looking to make it good in life. It's a great opportunity for young folks. I tell young people that I wish I had started before I got married...by now I'd be a rich man. The people at the school [SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.] are very knowledgeable and accommodating. I also give the union officials two thumbs up for the job they are doing.

Junious Williams Jr.
OMU

I had no idea what to expect when I became a Seafarer because going to sea was a whole new experience for me. But during my career so far, I have found the experience of sailing to be far beyond anything in my wildest imagination. I have been sailing for 30 years and during that time I have seen a lot of the world, visited many very interesting places and met a large group very interesting people. So overall, becoming a Seafarer has been a great opportunity for me...it has been very educational. I first



sailed aboard the *Overseas Anchorage* and went to Odessa, Russia. I received a lot of great training at the school...it was hands-on training and it was quite good. The union officials have been great and have done a wonderful job representing and protecting our interests throughout my entire career. The union has really been good to me. I'll probably retire in a couple of years but as I think back I have a lot of fond memories. My wife is deceased but I remember several occasions when she would come out to the docks at 2 or 3 o'clock in the morning to pick me up for the ship, dropping me off back in the boon-docks for those tankers way back in the day...I miss her dearly. I have children and the union has played a significant role in their lives. Thanks to the SIU, I was able to give them a good education. Also, we lived well and in nice neighborhoods because my finances were right. Without the union, my children's lives and my lifestyle may not be like they are now. Who knows what would have happened? I plan to continue to sailing and supporting the union in any way I can until my time as a mariner is up.

Tracy Stewart
Chief Cook

I had brothers and uncles who shipped and they told me stories about some of the places they used to go to...this is one of the reasons I started sailing. The other is because of the money they told me they used to make. I've been sailing now for 18 years and have seen a lot of the world. But since 9-11, we are not allowed to go to some of those places such that my brothers and uncles once did. In some places, we are not allowed to go ashore because of curfews. Nevertheless, I love my job and I would not trade it for anything in the world. It's a good way to make a living and a great opportunity for young people. I have a son and two cousins who are waiting to get into the school in Piney Point. They already have completed all of their paperwork...they are just waiting for entry dates.



Jonathan Brown
Able Seaman

I've been a Seafarer for more than 15 years and have had the opportunity to work in



both inland and deep sea. I worked in inland for about five years and so far have spent more than 10 in deep sea. There were significant differences as far as the way things are done, but overall my experi-

ences have been good. I have been able to explore the world, make money and met and worked with a lot of good people out there. I went to the school in Piney Point to upgrade. It's a good school with good instructors and is located in a very nice area. When I come in contact with people who are kind of new to sailing, I always tell them to not take things personal aboard ships. I tell them that first and foremost, they are there to do a job...that they can live it up and have their fun when they get home.

Morris Foster
Recertified Bosun

I am the bosun on the *Altair* and I come from the island. Before I became a Seafarer, I sailed with Exxon for 13 years beginning in 1961. After that, I sailed with NMU starting in 1989. I'm from Barbados so I also worked with some foreign companies. I really had a lot of experience going to sea before I joined the SIU in 1995. Once I joined the union (SIU), I found that I liked the things they do here and the way they do it. I went to the school in Piney Point and it was very good. I've gone a lot of places and had many good experiences working and meeting other people. My grandfather and my uncle were mariners who worked on schooners. So when I was a little boy we used to always go around them and they would tell us great stories about where they went, the people they'd meet and the nice clothes they'd buy when they'd return. So this was always something I wanted to do because it was one of the best jobs in the world...you could go and work and when you got home you had all of the time you needed to relax.



Pic-From-The-Past



Ray Thorpe of the SIU Data Center (right) explains the operation of the union's computer network to delegates and guests during an Inland Crews Conference in Piney Point, Md. More than 100 union officials and boatmen attended the June 3-8, 1984 event.

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

JOHN ALAMAR

Brother John Alamar, 66, started sailing with the Marine Cooks & Stewards in 1979 while in the port of San Francisco. His earliest voyage was on the *President Roosevelt*. Brother Alamar frequently upgraded at the maritime training center in Piney Point, Md. He was a member of the steward department. Brother Alamar's final trip to sea was aboard the *President Polk*. He lives in Manteca, Calif.



ALFONSO GARCIA

Brother Alfonso Garcia, 65, joined the union in 1985. He initially sailed on the *Constitution*. In 1989 and 2000, Brother Garcia visited the union-affiliated school in Piney Point, Md., to upgrade his skills. He most recently shipped aboard the *Endurance*. Brother Garcia, who sailed in the deck department, is a resident of Pico Rivera, Calif.



CHARLES HAGGINS

Brother Charles Haggins, 66, became an SIU member in 1982. He originally sailed in the inland division aboard a vessel operated by Dixie Carriers. Brother Haggins worked in the deck department. He attended classes on two occasions at the Paul Hall Center in Piney Point, Md. Brother Haggins last shipped on the *1st Lt. Harry Martin*. He resides in Marrero, La.



LOICY JONES

Sister Loicy Jones, 65, signed on with the SIU in 1994. She initially shipped on the *USNS Regulus*. Sister Jones upgraded often at the Seafarers-affiliated school in Piney Point, Md. She sailed in the steward department. Sister



Jones's last ship was the *Seabulk Energy*. She continues to make her home in her native state of Texas.

OTTO KURTZ

Brother Otto Kurtz, 77, was born in Darmstadt, Germany. He began sailing with the union in 2002 from the port of Jacksonville, Fla. Brother Kurtz, a member of the steward department, was originally employed on the *Cape Island*. He attended classes on numerous occasions at the Paul Hall Center. Brother Kurtz's final voyage was aboard the *Observation Island*. He settled in Cocoa, Fla.



MANUEL LIMON

Brother Manuel Limon, 66, began sailing with the union in 2001. Brother Limon first sailed on the *Cape Inscription*. He was born in Lima, Peru, and shipped in the deck department. In 2001, Brother Limon enhanced his skills at the Paul Hall Center. His final trip was aboard the *Maj. Stephen W. Pless*. Brother Limon calls Los Angeles home.



GUALBERTO MIRADOR

Brother Gualberto Mirador, 68, joined the union in 1990, initially sailing aboard the *Overseas Valdez*. He was born in the Philippines. Brother Mirador frequently took advantage of educational opportunities at the union-affiliated school in Piney Point, Md. His most recent trip was on the *American Tern*. Brother Mirador, who sailed in the steward department, is a resident of Norfolk, Va.



PERTTI NORTAVA

Brother Pertti Nortava, 66, donned the SIU colors in 1967. His first voyage was with Victory Carriers Inc. Brother Nortava, who sailed in the steward department, upgraded his skills in



1973 at the Piney Point school. He last shipped aboard a Bay Tankers Inc. vessel. Brother Nortava resides in Costa Rica.

WILLIAM RAKESTRAW

Brother William Rakestraw, 65, became an SIU member in 1964. He first sailed on an ISCO Inc. vessel. Brother Rakestraw sailed in the engine department and attended classes on three occasions at the Paul Hall Center in Piney Point, Md. His final voyage was with Crowley American Transport. Brother Rakestraw makes his home in Spring, Texas.



ALI SIDEK

Brother Ali Sidek, 69, joined the SIU ranks in 1989 while in the port of New York. He first sailed on the *Independence*; his last ship was the *Horizon Reliance*. Brother Sidek was a member of the engine department. In



1992 and 2001, he enhanced his skills at the Seafarers-affiliated school in Piney Point, Md. Brother Sidek was born in Singapore but calls Honolulu home.

CARLTON STAMP

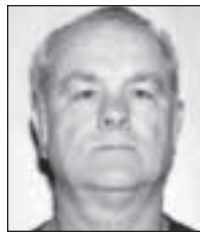
Brother Carlton Stamp, 65, started his seafaring career in 2000 in the port of New Orleans. The deck department member originally shipped aboard the *Chemical Trader*. Brother Stamp was born in Roatan, Honduras. He most recently sailed on the *Puget Sound*. Brother Stamp is a resident of Louisiana.



INLAND

JAMES HOWE

Brother James, Howe, 68, began sailing with the union in 1987. Throughout his career, Brother Howe primarily sailed with



Crescent Towing & Salvage of Savannah. Brother Howe resides in Georgia.

GREAT LAKES

CLIFFORD LIND

Brother Clifford Lind, 62, signed on with the union in 1998 in Detroit. He primarily worked aboard Great Lakes Towing Company vessels. Brother Lind was born in Evansville, Ind. He settled in Superior, Wisc.



This Month In SIU History

Reprinted from past issues of the Seafarers LOG

1944

One of the most modern union halls in the country was officially opened last week by the SIU. The six-story building at 51 Beaver Street will house both the New York Branch and the Atlantic & Gulf District offices. The union occupies the top five floors with the shipping hall taking the entire second floor. The lounge, complete with card and writing tables, takes the third floor. The stewards' offices and the baggage room, which offers free baggage checking for members in good standing, are on the fourth floor, and branch offices, including the office of the *Seafarers LOG*, take up the fifth floor. Atlantic & Gulf District headquarters comprises the top floor.

The reaction of the membership to their new home has been very favorable. Commenting on the new building, one Seafarer said, "From now on we don't have to take off our hat to nobody."

1956

A vigorous SIU protest on proposals to use foreign-flag tankers in the domestic trades has drawn a prompt denial from the Maritime Administration of any such intention. However, Maritime Administrator Clarence Morse left the door open to such an operation in the case of a "critical tanker situation." Instead of considering an invasion of the domestic trades, the SIU demanded that runaway-flag tankers be brought back under the

American flag if necessary to fill domestic tanker needs.

1967

Seafarers at regular monthly meetings in all constitutional ports enthusiastically voted to endorse and support the newly formed Maritime Defense League. In approving the purposes of the new organization, the membership called for maximum publicity in support of the league by all Seafarers. The new organization is a voluntary body set up to assure that maritime workers, faced with legal problems or charges threatening their personal liberties, are assured their fundamental American rights to

counsel and other assistance. Robert A. Mathews, SIU vice president in charge of contracts and contract enforcement, has been selected chairman of the Maritime Defense League, and offices have been established on One Hanson Place in Brooklyn, N.Y.

1978

The SIU-manned *ST Alliance* was cited by the American Institute for Merchant Shipping and the National Safety Council for rescuing five people aboard a foundering sailboat off the Boston coast. The tanker was running eight miles off Boston Pilot Station in 10-foot waves and gale-force winds when the crew spotted a sloop-rigged sailboat that was without engine power and radio. The sailboat's mast and sails were also in the water.



Final Departures



DEEP SEA

RAFFAELE ASCIONE

Pensioner Raffaele Ascione, 69, passed away March 15. Brother Ascione began shipping with the Seafarers in 1968 from the port of New York. He was born in Italy and sailed in the steward department. Brother Ascione's earliest trip to sea was aboard a Crest Overseas Shipping Company vessel. He last worked with Sealift Tankship Inc. Brother Ascione started collecting retirement in 1999 and made his home in Houston.



CONFESSOR AYALA

Pensioner Confessor Ayala, 96, died March 21. Brother Ayala joined the SIU ranks in 1953 while in the port of New York. He initially sailed on the *Lafayette*. Brother Ayala, a member of the steward department, was born in Puerto Rico. His final voyage took place



aboard the *Tampa*. Brother Ayala became a pensioner in 1982. He resided in Hollywood, Fla.

MORRIS DANZEY

Pensioner Morris Danzey, 83, passed away Feb. 13. Brother Danzey started sailing with the union in 1943 from the port of New Orleans. He first sailed on the *Strath Bay*. Brother Danzey's last vessel was the *Liberty Wave*. He worked in the deck department. Brother Danzey lived in Louisiana and went on pension in 1991.



CARL FRANCUM

Pensioner Carl Francum, 82, died May 15. Brother Francum was born in Caldwell, N.C. He signed on with the SIU in 1945. Brother Francum's first voyage was on the *Morning Light*. He sailed in the deck department. Brother Francum's final trip was aboard the *OMI Missouri*. He retired in 1992 and called Linville, N.C., home.



GUISEPPE GALLIANO

Pensioner Guiseppe Galliano, 87, passed away April 13. Brother Galliano became a Seafarer in 1951 while in New York. His earliest trip was on the *Del Sud*. Brother Galliano was a native of New Jersey. He shipped in the engine department. Prior to his retirement in 1985, Brother Galliano worked aboard the *Robert E. Lee*. He settled in Las Vegas.



CECIL LEWIS

Pensioner Cecil Lewis, 85, died May 26. Brother Lewis first donned the SIU colors in 1945 while in the port of New Orleans. He primarily sailed with Waterman Steamship Corporation as a member of the engine department. Brother Lewis started collecting his pension in 1987. He continued to live in his native state of Florida.



WILLIAM LOWRY JR

Pensioner William Lowry Jr., 69, passed away April 30. Brother Lowry was born in Maryland. He joined the union in 1966 while in the port of New York. Brother Lowry originally shipped with Penn Navigation Company. The deck department member most recently worked on the *Maersk Carolina*. Brother Lowry went on pension in 2008. He was a resident of Sealevel, N.C.

PHILLIP PRON

Pensioner Phillip Pron, 83, died April 1. Brother Pron began sailing with the Seafarers in 1946. His earliest trip was on the *Stathport*. Brother Pron's last voyage was aboard the *Express*. He made his home in Hudson, N.J. Brother Pron became a pensioner in 1985.



JAMES SWANK

Pensioner James Swank, 90, passed away May 23. Brother Swank was born in New Orleans. He retired in



1972 and called Gretna, La. home.

INLAND

PAUL GEBHARDT

Pensioner Paul Gebhardt, 84, died March 29. Brother Gebhardt became a union member in 1978. He initially sailed with McAllister Towing of Philadelphia. Brother Gebhardt was an Ohio native. He shipped in the steward department. Brother Gebhardt's final trip was aboard a vessel operated by Mariner Towing. He began receiving his retirement pay in 1991. Brother Gebhardt resided in Florida.



RICHARD JERVAS

Pensioner Richard Jervas, 76, passed away April 21. Brother Jervas signed on with the SIU in 1980. He originally worked on the *Harriette* as a member of the deck department. Brother Jervas was born in Camden, N.J. He last sailed with Crowley Towing & Transportation of Jacksonville. Brother Jervas went on pension in 1998. He lived in Waterford Township, N.J.

TERRY LEBLANC

Pensioner Terry Leblanc, 75, died March 3. Brother Leblanc joined the union in 1962. He was employed with G&H Towing Company for the duration of his career. Brother Leblanc was born in Aransas, Texas. He retired in 1999 and continued to make his home in Texas.

JOHN PARKS

Pensioner John Parks, 77, passed away April 16. Brother Parks started shipping with the union in 1989. He worked mainly in the deck department aboard vessels operated by Great Lakes Dredge & Dock Company. Brother Parks became a pensioner in 1995. He continued to reside in his native state of Michigan.

TOMMY PETTY

Pensioner Tommy Petty, 80 died April 7. Brother Petty joined the SIU ranks in 1969. The North Carolina-born mariner primarily sailed with Allied Transportation Company. Brother Petty was a member of the engine department. He became a pensioner 1993. Brother Petty was a resident of Virginia Beach, Va.

GERALD TYLER

Pensioner Gerald Tyler, 77, passed away March 2. Brother Tyler was born in Maryland. He began shipping with the union in 1962 aboard a Maritrans vessel. Before his retirement in 1996, Brother Tyler worked with Piney Point Transportation. He settled in Crisfield, Md.

HAROLD WHIGHTSIL

Pensioner Harold Whightsil, 80, died March 11. Brother Whightsil first donned the SIU colors in 1966. The engine department members first shipped with Coyle Line Inc. Brother Whightsil's final trip was on a vessel operated by Moran Towing of Texas. He was born in Chicago and called Chalmette, La., home.

NATIONAL MARITIME UNION

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

LINWOOD BOYD

Pensioner Linwood Boyd, 85, passed away April 6. The North Carolina native went on pension in 1985. Brother Boyd made his home in Baltimore.

EDGAR BROWN

Pensioner Edgar Brown, 85, died April 6. Brother Brown, a native of Georgia, became a pensioner in 1984. He lived in Bronx, N.Y.

WILLIAM GILBERT

Pensioner William Gilbert, 91, passed away April 22. Brother Gilbert was born in Rhode Island. He retired in 1968 and continued to reside in his native state.



BERNARDO GONZALEZ

Pensioner Bernardo Gonzalez, 93, died May 2. The Puerto Rico-born mariner became a pensioner in 1981. Brother Gonzalez was a resident of Punta Gorda, Fla.



PAUL MODRAK

Pensioner Paul Modrak, 82, passed away April 16. Brother Modrak was a native of Aliquippa, Pa. He started collecting his retirement compensation in 1987. Brother Modrak lived in Marshall, Ark.

RICHARD MOORE

Pensioner Richard Moore, 84, died April 12. Brother Moore was born in Baltimore. He settled in Hollywood, Fla.

CARDY MORELAND

Pensioner Cardy Moreland, 81, passed away April 4. Brother Moreland was a native of Honduras. He went on pension in 1986. Brother Moreland made his home in Tampa.

ROBERT MURRAY

Pensioner Robert Murray, 86, died April 1. Brother Murray was born in Seattle. He retired in 1988. Brother Murray continued to call Seattle home.

ROBERT ROTH

Pensioner Robert Roth, 89, passed away March 23. Brother Roth was a New Orleans native. He started collecting his retirement compensation in 1972. Brother Roth lived in Louisiana.

MICHAEL SAKELLIS

Pensioner Michael Sakellis, 90, died March 10. Brother Sakellis, a native of Egypt, became a pensioner in 1982. He settled in Norfolk, Va.

PAUL WARD

Pensioner Paul Ward, 81, passed away March 5. Brother Ward was a native of California. He began receiving his pension in 1988. Brother Ward lived in Oceanside, Calif.

JOHN WILLIAMS

Pensioner John Williams, 80, died March 3. Brother Williams was born in Charleston, S.C. He went on pension in 1984 and resided in Port Arthur, Texas.

EARL WILSON

Pensioner Earl Wilson, 79, passed away March 23. Brother Wilson was an Alabama native. He started collecting his retirement compensation in 1986. Brother Wilson continued to make his home in Alabama.

GEORGE YEP

Pensioner George Yep, 82, died April 9. Born in St. Paul, Minn., Brother Yep retired in 1968. He was a resident of Philadelphia.

Name	Age	DOD
Becknell, Benjamin	82	April 6
Chiofolo, Joseph	85	April 15
Diaz, Luis	96	April 7
Jones, Andy	79	April 14
Klovanich, George	92	April 30
Marcell, Thomas	72	April 4
Miralda, Alexander	91	May 6
Morel, Max	95	April 23
Nazario, Abelardo	84	May 4
Okamura, Yoshio	88	April 24
Pennington, William	82	April 2
Sanford, Robert	73	April 4
Singh, Surendar	72	April 18
Smith, Thomas	87	April 29



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.

GOLDEN STATE (Crowley), June 28 – Chairman **Juan Tizon**, Secretary **William E. Bragg**, Educational Director **Sherrod Frazier**, Deck Delegate **Larry A. Rawlins**, Engine Delegate **Noli Aguirre**, Steward Delegate **Cesar Santos**. Chairman suggested crew members keep credentials and other union-related information up-to-date. He reminded them to make sure BST entries are recorded in their TRB and anticipate vetting inspection at next port. Secretary reviewed prior meeting minutes and informed crew that all union forms were available upon request. Educational director urged members to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He recommended they read the *Seafarers LOG* and safety bulletins as posted to stay informed about issues that affect the maritime industry. No beefs or disputed OT reported. Vote of thanks was given to steward department. Chairman led a brief Q&A session regarding union benefits and shipping rules. Crew felt this was very informative. Next port: Long Beach, Calif.

MAERSK IDAHO (Maersk Line, Limited), June 28 – Chairman **Timothy Girard**, Secretary **Zein Achmad**, Educational Director **Alfredo Cuevas**, Engine Delegate **Oswaldo Sanchez**. Chairman reported excellent voyage and crew. Educational director reminded mariners to take every opportunity to upgrade their skills at the Piney Point school. Treasurer stated \$2,100 in ship's fund. No beefs or disputed OT reported. Recommendation was made to increase vacation days and reduce sea time requirements needed for retirement. Next port: Newark, N.J.

HORIZON CHALLENGER (Horizon Lines), July 20 – Chairman **Frank P. Hedge**, Secretary **Antoinette Amato**, Educational Director **Anthony Kimbrell**, Engine Delegate **Gregory L. Howard**, Steward Delegate **Robert Arana**. Bosun thanked crew for a job well done. Educational director suggested mariners take advantage of upgrading opportunities at the union-affiliated school located in Piney Point, Md. Treasurer discussed the possibility of purchasing exercise equipment or a computer with ship fund money. No beefs or disputed OT reported. Request was made to raise pension pay. It was reported that crew e-mail was not readily available and that movie library had a lot of empty cases. Next ports: San Juan, P.R. and Houston.

LIBERTY GLORY (Liberty Maritime), July 25 – Chairman **Errol Pinkham**, Secretary **James Harris**, Educational Director **Anthony L. Bartley**, Deck Delegate **Fitsum Yohannes**, Engine Delegate **Stanley Williams**. Chairman announced payoff in Houston on July 29. He reminded crew members of the recent change of command aboard ship. Secretary asked those leaving the vessel to

From One Seafarers-Crewed Ship to Another



In this July 11 photo taken in the Pacific Ocean, an MD-60S Sea Hawk helicopter from the Seafarers-crewed U.S. Military Sealift Command hospital ship *USNS Mercy* conducts a vertical replenishment with another SIU-crewed vessel, the MSC dry cargo/ammunition ship *USNS Richard E. Byrd*. As previously reported, the hospital ship is conducting Pacific Partnership 2010, the fifth in a series of annual U.S. Pacific Fleet humanitarian and civic assistance endeavors to strengthen regional partnerships. (U.S. Navy photo by Mass Communications Specialist 2nd Class Eddie Harrison)

strip the beds. Educational director advised everyone to upgrade and make sure they stay up-to-date on their TWIC and MMD. No beefs or disputed OT reported. Seafarers requested a juice machine be installed. Motion was made to increase pension benefits and vacation days. Crew expressed gratitude for great meals prepared by the steward department. Next port: Houston.

LIBERTY SPIRIT (Liberty Maritime), July 4 – Chairman **Ronald Charles**, Secretary **Veronika Cardenas**, Educational Director **Joseph Krajnik**, Deck Delegate **Ronald Owens**, Steward Delegate **Sharon Baham**. Chairman stated payoff to take place on July 7 in New Orleans. Educational director advised members to upgrade, which can lead to better opportunities and advancement. No beefs or disputed OT reported. Request was made for additional clothes dryer, so work and non-work clothes do not have to be mixed. Crew thanked Baham for her good cooking.

MAERSK UTAH (Maersk Line, Limited), July 11 – Chairman **Herbert Charles**, Secretary **Jack Hart**, Educational Director **John E. Conn**, Deck Delegate **Francisco Rochez**, Steward Delegate **Rene Gil**. Bosun announced payoff in New Jersey on July 13 and thanked members for a smooth voyage. Secretary talked about the DOT's announcement concern-

ing the Marine Highway initiative. Educational director encouraged mariners to attend classes at the Piney Point school to enhance seafaring abilities. He also reminded them to keep documents current. No beefs or disputed OT reported. Crew members would like more washcloths and an upright vacuum cleaner for crew quarters. Thanks given to the steward for a great Fourth of July cook out. It was reported that while passing through potential danger zones in the Red Sea and Gulf of Aden, members noticed a lot of military presence, which made them feel safe. Next ports: New Jersey, and Charleston, S.C.

OVERSEAS NIKISKI (OSG Ship Management), July 27 – Chairman **Victor Beata**, Secretary **George Monseur**, Educational Director **Michael Williams**, Deck Delegate **Ashward Rankin**, Engine Delegate **Roberto Sabio**. Chairman went over ship's itinerary and reminded members that only approved electrical equipment is allowed. He reminded mariners getting off this trip to leave rooms clean for next person. Secretary requested crew clean lint filter in dryer after use. Educational director encouraged Seafarers to donate to SPAD (Seafarers Political Action Donation). No beefs or disputed OT reported. Recommendations made regarding pension benefits.

Clarification of smoking regulations was requested. Next ports: Long Beach, Calif., and San Francisco.

PEARL (APL Maritime), July 10 – Chairman **Brian P. Corbett**, Secretary **Franklyn J. Cordero**, Educational Director **Eddie Almodovar**, Deck Delegate **Darrell Crim**, Steward Delegate **Radfan Almaklani**. Chairman thanked all departments for working well together. Secretary expressed his gratitude for crew's help keeping ship clean. He asked that members please leave fresh linen for arriving crew. Educational director reminded mariners to check expiration dates on all necessary seafaring documents. He thanked union officials and their staffs for looking out for the best interest of the union. Treasurer noted \$300 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for great meals. Next port: Charleston, S.C.

SEABULK ARCTIC (Seabulk Tankers), July 11 – Chairman **Jeremy Scheil**, Secretary **Alan W. Bartley**, Educational Director **Reginald R. Hunter**, Deck Delegate **Cesar Bugtai**, Engine Delegate **Bruce Landos**, Steward Delegate **Leslie P. McGirt**. Chairman reminded members to not slam doors at night or while others are sleeping; signs will be posted. Secretary expressed gratitude for crew's help keeping messhall

clean. He asked them not to store personal items in laundry closet, as that is for cleaning gear only. Educational director suggested crew members take advantage of upgrading opportunities at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Members were reminded to renew documents early so they won't miss job opportunities. No beefs or disputed OT reported. Suggestion was made to change wording concerning vacation check. Request was made for new linen and pillows. Kudos given to the steward department for excellent food. Next ports: Kenai, Alaska and Valdez, Alaska.

USNS SODERMAN (Ocean Ships), July 19 – Chairman **James D. Orlando**, Secretary **Linda Rotter**, Educational Director **Kevin Quinlan**, Deck Delegate **Richard Trovillo**, Engine Delegate **Kenneth Couture**. Chairman went over procedures for solving problems aboard vessel. Motion was made regarding wages and vacation benefits. Educational director advised mariners to attend classes at the Piney Point school to enhance seafaring abilities. Treasurer reported ship's fund money was used to purchase new TV for crew lounge. No beefs or disputed OT reported. It was noted that air conditioning had been installed in guard shack and that a new freezer was on order for crew mess.

Crowley Honors Retirees

Seafarers-contracted Crowley in late April threw a party for its retirees at a restaurant in Jacksonville, Fla. "It was a wonderful thing to do for retirees," said SIU Asst. VP Archie Ware, who submitted these photos. Among those in attendance, many of whom are shown in the group photo at the bottom of this page were: Harold Sevland, Bobby Sterns, Fred Shiferdek, Vern Barfield, Don Smith, Bill Gosset, John Bryan, Roger Rothchild, John Payne, Mark Bailey, Willie Pettaway, Jeff Poulos, Kenny Griggs, Spike Miller, Bobby August, Dewey Routh, Joe Stephens, John Valez, Mike Getchell, Antonio Silva, Eddy William, Martin Cooper and Edwin Colon.



Enjoying the event in the photo at left (from left to right) are Rich Lyons, Charles Jones and Willie Pettaway. In the photo above, SIU Asst. VP Archie Ware (second from left) is pictured with Don Smith, Bobby August, John Valez and Edwin Colon.



Know Your Rights

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

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

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

certified mail, return receipt requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

DONATION — SPAD.

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

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

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

Seafarers Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months of 2010. All programs are geared to improving the job skills of Seafarers and to promoting the American maritime industry.

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

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

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

Deck Department Upgrading Courses

Title of Course	Start Date	Date of Completion
Able Seaman	October 11	November 5
ARPA	September 27 November 8	October 1 November 12
Bosun Recertification	October 18	November 8
Lifeboatman	September 27	October 10
Radar Observer (Unlimited)	September 13 October 25	September 24 November 5
Radar Recertification (1 day)	September 8 November 15	September 8 November 15
STOS	October 18	October 29
Tank PIC Barge DL	September 27	October 10

Engine Department Upgrading Courses

Advanced Container Maintenance	November 15	December 10
Basic Auxiliary Plant Operations	September 13 November 8	October 8 December 3
FOWT	October 11	December 17
Government Vessels (1 week)	September 20 November 29	September 24 December 3
Junior Engineer	October 25	December 17
Machinist	November 29	December 17
Pumpman	October 4	October 15
Welding	September 27 October 25 November 29	October 15 November 12 December 17

Title of Course	Start Date	Date of Completion
Safety Upgrading Courses		
Basic & Advanced Firefighting	October 18	October 29
BST/Basic Firefighting	September 20 October 18 November 15	September 24 October 22 November 19
Medical Care Provider	November 1	November 5

Steward Department Upgrading Courses

Galley Operations/Advanced Galley Operations
These modules start every Monday.
Certified Chief Cook/Chief Steward
These classes start every other Monday. The most recent class began Aug. 23.

Academic Department Courses

General education and college courses are available as needed at the Paul Hall Center. In addition, basic vocational support program courses are offered throughout the year, two weeks prior to the beginning of a vocational course.

The following opportunities are currently available: Adult Basic Education (ABE), English as a Second Language (ESL), a College Program and a Preparatory Course. When applying for preparatory courses, students should list the name of the course desired on upgrading application. An introduction to computers course, a self-study module, is also available.



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

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: _____

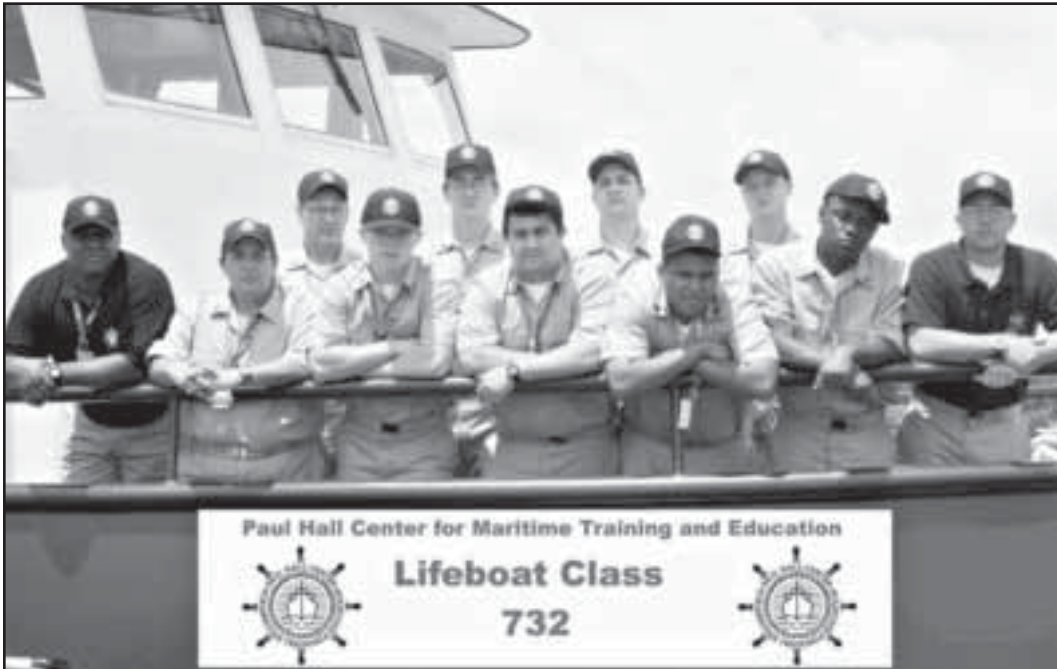
SIGNATURE _____ DATE _____

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 Lundberg 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.

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Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 732 – Twelve unlicensed apprentices on May 28 completed their requirements in this 60-hour course. Graduating (above, in alphabetical order) were: Austin Anderson, Antajuan Beasley, Major Brooks Jr., James Robert Charles Burnett Jr., Marcus Fields, Antonio Hernandez, Sean Hughes, Joseph Panella, Roman Pauley, Andrew Saraceno, Jonathan Scalasky and Richard Swartz. (Note: Not all are pictured.)



Welding – The following upgraders (above, in alphabetical order) graduated from this 103-hour course June 25: Danilo Achacoso, Marcus Crumpton, Merlin Flores, Eddy Newman, Robert Ott and Antoine Rainey. Buzzy Andrews, their instructor, is at left.



Chief Cook – Three upgraders completed their requirements in this class July 2. Graduating (above, from left to right) were Manual Aguiro, Alfrancis Bauzon and Jamie Serrano.



Fast Rescue Boat – Three mariners graduated from this 30-hour course June 25. Completing their requirements (above, in alphabetical order) were: Jose Boza, Justin Nichols and Mike Washburn. Their instructor, Stan Beck, is at right.



Government Vessels – Five individuals earned certificates July 16 following the completion of their requirements in this course. Graduating (above, in alphabetical order) were: Walker Boot, Emmanuel Essien, Eric Johnson, Chris Paul and Richard Riley.



Able Seaman – The following individuals (above, in alphabetical order) completed their requirements June 21 in this course: Timothy Bryant, Durant Devarian, John Edwards, Johnny Hunter, Eduardo Jorge, Patrick Lindauer, Sunnil Motley, Tyrell Perry, Andre Robinson Sr., Adam Sanders, Rosalind Sparrow, Dean Trott and Clayton Walker. Tom Truitt, their instructor is at right.



Basic & Advanced Fire Fighting – Twelve upgraders finished their requirements in this 41-hour course. Those graduating (above, in alphabetical order) were: David Brown, Frank Coburn, Thomas Hailiburton, Charles Horton, Phillip Hurlbutt, Wilfredo Martinez, Gustavo Osoric, Jawaid Pardesi, Angelo Schiraldi, Michael Sherman, Donna Sylvia and Kwamena Watson.

Tank Ship Familiarization DL (Phase III) – The following Phase III unlicensed apprentices on July 9 completed their training in this 63-hour course. Graduating and receiving certificates (right, in alphabetical order) were: Brandon Blue, Curtis Church, Paul Elia, Jonathan Green, Daniel Harris, Thomas Haley, Laura Hollar, Daryl Holloway, Leland Jordan, Garrett Leopard, Daniel Linkletter, Josue Marin, Badi Mohamed, Jason Newsham, Eric Noetzel, Zachary Pollman, Lionel Rivera, Charles Searfass, Marcel Soares, Vincent Steppits, Jonda Tanner, James Washington and Gary Youman.

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



Paul Hall Center Classes



Machinist – Four upgraders on July 16 finished their requirements for this 102-hour course. Graduating (above, in alphabetical order) were: Janis Kalnins, Eddy Newman, Rodney Payne and Daniel Tapley. Steve Haver, their instructor, is second from left.



Vessel Security Officer (Allied Towing) – Four individuals from Allied Towing completed this course June 29. Those graduating (above, in alphabetical order) were: Jonathan Hendrickson, Bryan Kneeland, James Pearson and Samuel Zapadinsky.



Radar Observer – Six upgraders completed this five-day course July 23. Those graduating (above, in alphabetical order) were: Glenn Agustin, Cario Balajadia, Mohamed Jebokji, Samuel Khin Naing, Mykota Smirnov and Alexander Ward. Their instructor, Stacey McNeely, is fourth from left.



Mobile Pilots (Crescent Towing) – Four individuals from Crescent Towing completed this course June 30. Shown above are those graduating along with their instructor. Pictured (from left) are John Panepinto Jr., Instructor Mitch Oakley, Ronnie Walker, Johnny Johnston and Thomas Lambard.



FOWT – Nine upgraders finished their requirements in this course July 16. Graduating (above, in alphabetical order) were: Todd Favaza, Amber Fisher, Michael Kelly, Sean Mannix, Mauriceio Qubre, Mohamed Sheriff, Jose Smith, Louie Smith and James Williamson. Their instructor, Tim Achorn, is at right. (Note: Not all are pictured.)



STCW/BST – Twenty-three Seafarers completed this course June 25. Graduating (above, in alphabetical order) were: Mercurion Abuan, Gregory Agren, Armondo Alvarez, Efrain Alvarez, Rocel Alvarez, Fausto Dario Aranda, Victor Arzu-Martinez, Eric Bain, James Blitch, Ramon Borrero, William Burdette, James Castillo, Celso Castro, Cleofe Castro, Herman Castro, Gregorio Clotter, John Coleman, Dante Cruz, John Ferreira, Gerald Figg Jr., Noel Gemo, Adele George and Feliciano Gimutao Jr. Their instructors, Joe Zienda and Wayne Johnson are at the far left and far right respectively.



STCW/BST – Twenty-two upgraders graduated from this course June 25. Completing their requirements (above, in alphabetical order) were: Michael Hilton, Abubaker Danjuma Idris, Nick Keklikos, Joseph Laguana, Nelson Lazo, Julio Lobo, Gary Lowry, Carlos Marcial, Marc Marcus, Eugene McLendon, Jessie Mixon, Monroe Monseur, Kenneth Moore, Johnny Morris, James Muldowney, Samuel Khin Naing, Errick Nobles, John Osburn, Dimitrios Papandreou, Eugene Perez Jr., Edwin Rivera and Napoleon SanMartin. Joe Zienda and Wayne Johnson, their instructors, are at the far left and far right respectively.



STCW/BST – Twenty-three Seafarers completed their requirements for graduation from this course June 25. Finishing the course (above, in alphabetical order) were: Larry Ballard, Alexander Bermudez, Walter Boot, Al Caulder, Julian Dingzon, Leopoldo Emnace, Domingos Ferreira, Karl Meyer, Gheorghe Savencu, Lexie Shaw, Jonathan Singleton, Donald Spangler, Brett Sunderland, Norman Taylor, Gary Van Staden, Jose Villot, Richard Vigor, Daniel Wehr, Charles Wharton, Boyce Wilson, John Wilson, Bryan Wynn, Matilde Zuniga and . Their instructors, Joe Zienda and Wayne Johnson are at the far left and far right respectively.

Seafarers Earn Safety Award
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More New Tonnage!

Empire State Takes Place in Seafarers-Crewed Fleet

The Crowley-operated *Empire State* recently made its debut in the SIU crewed fleet. As reported earlier in the *Seafarers LOG*, the new 600-foot tanker was christened and put into service July 14 at General Dynamics' San Diego, Calif.-based National Steel and Shipbuilding Company. A double-hulled vessel, the *Empire State* is under the operational control of the Military Sealift Command. Its role will be to transport petroleum products for the Department of Defense.

The photos appearing on this page were submitted by SIU Port Agent Jeff Turkus and were taken when the vessel made stops in Cherry Point, Wash., and the Port of Wilmington Calif. Members of the vessel's unlicensed crew during the Wilmington visit—many of whom appear in these photos and are all Seafarers—are: Recertified Bosun **Ramon Castro**; ABs **Roland Adriano, L. Johnson, Daniel Babatunde, Eduardo Morre** and **Tareq Ahmed**; QE **Troy Banks**; Oilers **Mohsen Hubair, Noorudin Muthala** and **Spenser Hiruko**; Recertified Steward **Nee Tran** and ACUs **Michael Sheehan** and **Dominador Guerrero**.

The *Empire State* is the fourth in a series of five tankers being operated by Crowley for American Petroleum Tankers LLC.



Members of the *Empire State* crew pose outside the vessel's wheelhouse.

