



The **Seafarers Log**

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MTD Spotlights Critical Need For Strong U.S. Merchant Marine

During the most recent meeting of the AFL-CIO Maritime Trades Department executive board, guest speakers and MTD officials thoroughly explored major issues confronting the industry. Preserving the Jones Act – a law vital to America’s national and economic security – and effectively fighting back against piracy were two of the main topics discussed during the meeting, which took place Feb. 24-25 in Orlando, Fla. Guest speakers from the military, the administration, Congress and the business community all stated their unequivocal backing for the U.S. Merchant Marine. Pages 3, 9-13.



MTD President Michael Sacco (right), who also serves as president of the SIU, describes the patriotism consistently displayed by U.S. civilian mariners as MTD VP Scott Winter looks on.



SIU Exec. VP Augie Tellez (center) is pictured with (from left) Vice Adm. Albert J. Herberger (USN) (Ret.); Maj. Gen. James Hodge, commander, U.S. Army Combined Arms Support Command; Rear Adm. Mark Buzby, commander, U.S. Military Sealift Command; and MEBA President Mike Jewell.



SIU Secretary-Treasurer David Heindel (right) greets Jeffrey Lantz, director, commercial regulations and standards, U.S. Coast Guard.



International Maritime Groups Launch New Anti-Piracy Effort

Major maritime organizations around the globe have started a significant new anti-piracy campaign titled "Save Our Seafarers." This ramped-up initiative includes a new website that makes it easy for visitors to contact elected representatives and urge their support for the world’s mariners. In photo at left, Seafarers at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., line up to give their backing. Pages 3, 24.



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President's Report

Battles Continue

Between ongoing budget battles in Washington, a new global campaign against piracy, and our never-ending efforts to secure and maintain good jobs for the rank-and-file membership, the SIU remains fully engaged on maritime-specific issues.

But this month, I have to begin by offering a heartfelt word of solidarity to our brothers and sisters in the public sector. Anyone who's read a newspaper or watched TV in the last month undoubtedly is aware of the state-level attacks against Americans who belong to public-sector unions. These disgusting legislative assaults aren't based on facts or budgets, but on stripping workers of their bargaining rights.



Michael Sacco

Everyone knows our nation is struggling with the worst economy in decades. What everyone also should know is that the public-sector workers who provide important services to our communities did not create any budget shortfalls. They are being blamed by some politicians and commentators for problems they didn't cause.

Collective bargaining didn't set off these economic troubles, either. Taxpayers are better off in states where public workers exercise their rights to bargain for wages and working conditions and benefits. You don't have to be an economist to know that workers who are well-trained and understand their jobs regularly perform better and more efficiently. Just ask the companies that know what it means to have Seafarers under contract.

Blaming working families and their unions isn't the answer in Wisconsin or anywhere else. Neither is promoting so-called right-to-work legislation, which has proven year after year to drive down wages. The answer is to focus on creating good jobs. Public-sector workers already have taken pay cuts and refused pay raises to maintain health care and other benefits. They're already sharing a burden they didn't create, and it's unfair for any governor or talk-show host or anyone else to point fingers at our union brothers and sisters.

We have marched in solidarity with those members and will continue to support them in every way possible.

Meanwhile, as I mentioned last month, we are right there on the front lines of budget fights in the nation's capital that promise to have a huge impact on maritime. By way of proposed lack of funding, critical items including our nation's cargo preference laws and the Title XI shipbuilding loan guarantee program are being attacked, and those aren't the only maritime issues in the crosshairs. Our members' livelihoods depend on a number of these programs, and that's more than enough motivation for us to stay on top of these battles for as long as it takes to win.

Additionally, I want to thank all SIU members who've signed up for the new anti-piracy campaign at the "Save Our Seafarers" web site. If you haven't already done so, please take a minute and visit the site. It is prominently linked on our own home page, and we have member-accessible computers set up in all of our union halls as well as at headquarters and in Piney Point.

Details about the campaign appear elsewhere in this edition. But I have to add one thing about this ongoing struggle against Somali piracy. I forget who first made the comparison, but it really drove home an eye-opening point: Can you imagine what the world's reaction would be if 800 airline passengers and flight crews were being held hostage in Somalia? I have a strong hunch it wouldn't be allowed to drag on, yet that's exactly what is happening with mariners whose ships were taken over by those waterborne terrorists.

Like so many other aspects of our industry, the solution to this problem has to start with political action. That's the point of "Save Our Seafarers," and the very early returns are promising. This is literally a life-and-death issue and we are treating it as such.

Finally, I encourage the membership to take some time and read about the recent meetings of the Maritime Trades Department executive board. The comments by our guest speakers are very relevant to shipboard employment and your future. Also, the supportive words from the two military commanders who addressed the MTD are nothing short of inspirational. Check it out and be proud of the job you're doing as part of America's "fourth arm of defense."



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The SIU on line: www.seafarers.org

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

Pasha Hawaii Orders New RO/RO

Aker Philadelphia to Build Additional Tankers

A new car carrier and two new tankers are on the horizon following separate announcements by SIU-contracted Pasha Hawaii Transport Lines and Aker Philadelphia Shipyard.

Pasha recently signed an agreement with Pascagoula, Miss.-based VT Halter Marine for construction of a roll-on/roll-off car and truck carrier that will join the trade routes between the West Coast and Hawaii. The ship is slated for delivery in 2013, and the agreement includes an option for a third vessel.

"Building a second ship has always been part of our organization's plan," said George Pasha IV, CEO of Pasha Hawaii. "The level of enthusiasm and customer support we received when we deployed our first vessel was well beyond our expectations. Our second vessel will both better serve the Hawaii/mainland market and also provide increased frequency and superior reliability."

The current Pasha vessel, the SIU-crewed *MV Jean Anne*, was launched in 2005. It was named "Ship of the Year" that year by American Ship Review, and the vessel and its crew since then have been credited by the Chamber of Shipping of America with awards for outstanding ship-



Pasha's *MV Jean Ann* (above) was launched in 2005.

board safety as well as an excellent environmental record.

Meanwhile, agreements have been signed in Philadelphia for the construction of two new vessels. Aker Philadelphia Shipyard has partnered with the Commonwealth of Pennsylvania on the project, which will create the seventeenth and eighteenth vessels to be built at the Philadelphia site. The two new vessels will feature state-of-the-art design and technology in an effort to maximize efficiency, according to a shipyard spokesman.

Additionally, union workers at the shipyard are celebrating a new collective bargaining agreement that allows shipbuilders and other employees to get started as soon as possible on the new tankers. The Philadelphia Metal Trades Department, which is an organization that encompasses 11 different unions at the shipyard, had a contract set to expire on Jan. 31. Without a new contract, work on the new ships may have been delayed. However, management and the Philadelphia Metal Trades Department's representatives reached an agreement. The new pact was ratified Jan. 18 and will continue to be in effect until January 31, 2015.



Union workers at Aker Philadelphia Shipyard recently approved a new contract.

MSC Accepts Delivery of Newest T-AKE Ship

USNS Washington Chambers Becomes 11th Vessel in Class

The newest addition to the SIU Government Services Division fleet, the *USNS Washington Chambers*, was delivered to the U.S. Navy's Military Sealift Command (MSC) on Feb. 23 in San Diego.

The dry cargo/ammunition ship is the 11th vessel in the Lewis and Clark class. Like its sister ships, the *Washington Chambers* was built at the National Steel and Shipbuilding Company (NASSCO) yard.

According to MSC, the vessel is designed to minimize operating costs as well as have the capability to quickly change from mission to mission with state-of-the-art modular cargo holding and handling systems. For example, the ship can carry ammunition or food to members of the armed forces overseas and then quickly offload and reload food aid for other parts of the world. This allows the vessel to be at the disposal of the MSC quickly and in varying capacities, the agency pointed out.

Construction began on the *Washington*

Chambers in March 2009 followed by sea trials in January 2011 and finally its delivery in February. The ship honors Navy Capt. Washington Irving Chambers, a pioneer in Navy aviation who arranged the world's first airplane flight from a warship Nov. 14, 1910. The flight confirmed the potential for carrier-based naval aviation.

During a brief ceremony at the shipyard when the vessel was delivered, Navy Capt. Jerome Hamel, commander Sealift Logistics Command Pacific, stated, "This ship represents the continued growth that MSC is experiencing and our continued commitment in support of our Navy."

The vessel has a projected 40-year service life.

Other Seafarers-crewed ships in the class include the *USNS Lewis and Clark*, *USNS Sacagawea*, *USNS Alan Shepard*, *USNS Richard E. Byrd*, *USNS Robert E. Peary*, *USNS Amelia Earhart*, *USNS Carl Brashear*, *USNS Wally Schirra*, *USNS Matthew Perry* and *USNS Charles Drew*.



The *USNS Washington Chambers* is manned in the unlicensed slots by members of the SIU Government Services Division.



MSC Commander Rear Adm. Mark Buzby (right in photo at left), pictured with SIU VP Government Services Kermett Mangram, said "national security and national defense depend on" civilian mariners. In the photo above, MTD President Michael Sacco (right) thanks U.S. Rep. Charlie Rangel (D-N.Y.) (center) for his remarks to the board as MTD VP Scott Winter (left) and others applaud the congressman's supportive comments.

MTD Speakers Underscore Vital Need For Robust U.S. Maritime Industry

Guest speakers from a wide range of government and industry organizations addressed the AFL-CIO Maritime Trades Department (MTD) executive board in late February, and all expressed sincere appreciation for American maritime labor.

Representatives from the military, the Obama administration, labor and business spoke at the board's winter meeting Feb. 24-25 in Orlando, Fla. They discussed the U.S. Merchant Marine's crucial role in national and economic security; the escalating scourge of piracy; state-level attacks on workers' rights; the ongoing need for political action, and more. Their remarks helped MTD officials sharpen plans aimed at improving the lives of maritime workers as well as those of all working families.

SIU President Michael Sacco also serves as president of the MTD, a constitutionally mandated department of the

AFL-CIO. The MTD consists of 23 international unions and 21 port maritime councils in the United States and Canada representing more than 5 million members.

Kicking off the meeting, Sacco said the MTD's mission boils down to one word: jobs. He said the entire labor movement must be fully engaged in bringing back jobs to the U.S. and keeping the good jobs that are already here.

He acknowledged that solutions aren't easy, but added, "They are out there, and it's up to us to deliver them." For example, he cited the need to change tax laws so they reward businesses that remain in the U.S.

Sacco also encouraged the board members and guests not to lose sight of labor's many accomplishments during the previous 12 months, notwithstanding the serious challenges confronting workers.

"Right at the top of that list is the strong partnership we continue to enjoy with our military," he stated. "That's a great working relationship and it's reflected in part by the recent ten-year extension of the Maritime Security Program. That, brothers and sisters, is a job-sustaining program, and it's a great victory for many of the unions represented here today."

In order of appearance, the following guest speakers addressed the board Feb. 24: U.S. Maritime Administrator David Matsuda; World Shipping Council President Chris Koch; Jeffrey Lantz, director, commercial regulations and standards, U.S. Coast Guard; Senator Mark Begich (D-Alaska) (via video); Mark Ruge, counsel, American Maritime Partnership; and Dale Lumme, national executive director, Navy League of the United States.

The next day, the following individuals spoke to the board: Rear Adm. Mark Buzby, commander, U.S. Military Sealift Command; Maj. Gen. James Hodge, commander, U.S. Army Combined Arms Support Command; U.S. Deputy Secretary of Labor Seth Harris (via video); Jim Gordon, president, Cape Wind Associates; Rear Adm. Kevin Cook, director, prevention policy, U.S. Coast Guard; U.S. Rep. Russ Carnahan (D-Mo.); Matt Paxton, president, Shipbuilders Council of America; Hawaii Gov. Neil Abercrombie (via video); and U.S. Rep. Charlie Rangel (D-N.Y.).

The board approved a number of policy statements mapping out strategies for the months ahead and expressing support for our troops and first responders.

See pages 9-13 for detailed coverage of the MTD meeting

International Groups Launch New Anti-Piracy Campaign

Maersk Alabama Turns Back Another Attempted Attack

In response to the rising number and increasing barbarity of pirate attacks in the Indian Ocean and Gulf of Aden, international maritime groups have joined together to call on governments to do more to protect mariners. Shipowners and seafarers are reaching out to citizens throughout the world to push their respective governments to act now and show the political will to resolve the growing Somali piracy crisis before it strangles world trade and before more innocent mariners are harmed.

The SOS or "Save Our Seafarers" campaign, launched in early March by the International Transport Workers' Federation (ITF, to which the SIU is affiliated), the Baltic and International Maritime Council (BIMCO), the International Chamber of Shipping (ICS), the International Shipping Federation (ISF), Intercargo and INTERTANKO, is aimed at encouraging millions of people around the world to heap pressure on their national governments to crack down on piracy. Two components of the campaign are high-profile advertisements that have been published in major newspapers and magazines around the world, and the web site www.saveourseafarers.com, through which visitors may quickly contact their elected political representatives.

The ongoing problem of piracy again hit close to home for the SIU on March 8 when the Seafarers-crewed *Maersk Alabama* – famous for its April 2009 saga when pirates tried to take over the ship – was approached by

another group of would-be attackers while the vessel was en route to Kenya. In the most recent episode, the pirates turned away after warning shots were fired by an embarked security team, among other defensive steps.

SIU members at union halls across the country have stepped up to support the new campaign, logging on to the SOS web site and using it to write to President Obama and ask for increased anti-piracy measures by the United States. The SIU also continues to speak out on behalf of all mariners – SIU Secretary-Treasurer David Heindel, who serves as chair of the ITF Seafarers' Section, is playing an important role in the new campaign, as is SIU Executive Vice President Augie Tellez, who represented the union at a mid-March hearing on piracy conducted by the U.S. House of Representatives as well as at an anti-piracy session hosted by the U.N in New York.

"The world has lost control of piracy," Heindel stated. "Each day it's becoming more savage and more widespread. All the Arabian Gulf and most of the Indian Ocean are now effectively lawless. Yet there is a way that control can be regained: by actively going after pirates, stopping them and prosecuting them. Not this ludicrous situation of taking away their guns and setting them free to strike again.

"The burden of dealing with pirates is being borne by a few nations and the burden of actually taking them to court by even fewer," he continued. "We have repeated-

ly requested stronger intervention by all governments, including the flag-of-convenience states that are reaping the profits from so much of the world's shipping fleet without meeting any of the obligations. If we daily allow a few thousand thugs to [continue with] the danger and violence then we will soon reach a point where there is no alternative but to stop putting people and ships within their reach – with all the effects that could have on world trade and oil and food prices."

Indeed, the ITF in late February said it is moving closer to having to advise seafarers to consider avoiding working in all the affected areas – including the Indian Ocean.

Meanwhile, the SOS campaign has six specific aims:

- Reducing the effectiveness of the easily-identifiable pirate mother ships.

- Authorizing naval forces to detain pirates and deliver them for prosecution and punishment.

- Fully criminalizing all acts of piracy and intent to commit piracy under national laws in accordance with their mandatory duty to cooperate to suppress piracy under international conventions.

- Increasing naval assets available to fight piracy.

- Providing greater protection and support for seafarers.

- Tracing and criminalizing the organizers and financiers behind the criminal networks.

"Pirates are getting stronger, more violent and richer every day as a result of inertia by governments," said ITF General Secretary David Cockroft. "On behalf of all the major shipping organizations, we're calling for help

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For related coverage*

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One of the fishermen is helped aboard the *Horizon Producer*.



Two individuals were stranded for days while their boat was taking on water.

Horizon Producer Rescues Stranded Fishermen

On the morning of Jan. 29, 2011, the SIU-contracted *Horizon Producer* departed San Juan, Puerto Rico, en route to Jacksonville, Fla., on what the crew thought would be a routine trip. However, the routine turned to excitement when the mariners saw two stranded fishermen adrift in the water several hundred miles off the Puerto Rican coast.

According to Electrician **Angel Hernandez**, during the afternoon, he noticed that the *Producer* was veering off course. Investigating, Hernandez found that a serious situation was developing.

A mariner on wheel watch observed something unusual in the water. As the vessel got closer, the crew realized that they had an emergency on their hands. Two men in a small boat were flailing their arms, seemingly desperate for

someone to notice them.

The *Producer* made its way towards the craft, which turned out to be an 18-foot fishing boat. Because of the disparity in size between the vessels the *Producer* couldn't get close enough without its wake causing the smaller boat to float even farther away. The *Producer* then sent out a line which the fishermen tied to their boat.

The two fishermen were pulled in and climbed aboard. The crew provided them with water, food, and medical attention as they listened to their story.

The fishermen had been stranded in shark-infested waters for three days. Apparently, the men were on a short fishing trip off the coast of Aguadilla, P.R., when they got caught in a minor squall. They ran out of fuel and, worse yet, began taking on water. And to add to the terror, at one point a whale emerged

nearby and nearly overturned the boat.

Their rescue by the SIU crew, to the fishermen and their families, was an act of extreme heroism and bravery. But to the crew, it was all part of the code that all mariners live by.

"That's the way of a seaman's life," said Hernandez. "If you see somebody in danger, that's your first obligation: to save another's life. We all knew it was part of our duty."

The two fishermen called their families from aboard the ship, causing an emotional scene. The *Producer* continued on to Jacksonville, where the fishermen were given further medical attention and then were returned home.

For Hernandez, providing assistance to the stranded men was the only possible option.

"It's a thing of honor," said Hernandez. "It's the unwritten rule of the

sea. If we see somebody in distress, we try to save them. It's an obligation to humanity to do anything you can to help another human being."

SIU members aboard the ship at the time of the rescue were Recertified Bosun **Paul Dornes**, AB **Kurt Bruer**, AB **Frank Hamm III**, AB **Curtis Dunlap, Sr.**, AB **Hector Barnes**, AB **James Rush, Jr.**, AB **Angelo Wilcox, Sr.**, AB **Jackie Jones**, AB **Jack Gainers**, Electrician **John Walsh**, GUDE **Aresha Rivers**, Oiler **Milton Israel**, Oiler **Ramon Corretjer**, Oiler **Terry Harmon**, Oiler **Guioamar Rancel**, Steward Baker **Jerome Jordan**, Chief Cook **Juan Vallejo Hernandez**, SA **Dietre Jackson**, SA **Duane Washington**, Apprentice **Jatniel Aguilera Santiago**, Apprentice **Khadim Robinson**, Apprentice **Frances Bautista** and Apprentice **Nathan Graddick**.

Maritime Groups Launch Campaign To Combat Piracy

Continued from Page 3

from governments to tackle this human and economic terror being inflicted upon innocent seafarers. We hope that by working together and encouraging support from the global community we can ease the current crisis of Somali piracy."

"Politicians don't realize the severity of this crisis," added Intercargo Chairman Nicky Pappadakis. "Escalation affects our seafarers first and foremost, but the potential effect on world trade and regional stability will affect us all. Governments can no longer afford to simply to deter and disrupt the pirates."

In jointly announcing the SOS campaign, the ITF and the other aforementioned organizations pointed out, "Merchant ships are being attacked daily, running a gauntlet of gunfire and rocket-propelled grenade attacks from armed gangs of Somali pirates. Over 800 seafarers are currently held hostage on their hijacked ships. Subjected to physical and psychological abuse for months at a time, they are held ransom for millions of dollars. Yet even when caught red-handed by naval forces, 80 percent of pirates are released to attack again. Why? Because the world's politicians don't realize the severity of this critical situation. The governments give the orders. The governments hold the key to resolving this crisis. But they seem unwilling to face reality and act. Their brief to the naval forces is simply to deter and disrupt, unless it involves a national interest.

"Enough is enough."

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For Related Coverage

Members Examine, Approve SIU's Financial Records for 2010

The union's constitution calls for an annual review of the SIU's financial records for the prior year. In accordance with that mandate, a committee of seven rank-and-file Seafarers recently examined and approved the SIU's financial records for 2010.

Elected by their fellow members to serve on this year's committee were **John Haller** (chairman), **Charles**

David James, **David James**, **John Reid**, **Kevin Quinlan**, **Nelson Poe** and **Thommie Hampton**. Those Seafarers were elected at the March membership meeting in Piney Point, Md. They subsequently met at SIU headquarters in Camp Springs, Md., the rest of that same week, where they studied all of the appropriate records and found them in good order.

Again in accordance with the SIU

Constitution, the committee's report will be read in all ports at the union's monthly membership meetings and presented for membership approval. The report formally has been presented to the SIU secretary-treasurer.

Article X, Section 14-c of the SIU Constitution lists the duties of the annual financial committee along with rules and procedures for electing the committee.



Members of the financial committee join headquarters officials after finishing their report. Pictured from left to right are (seated) Nelson Poe, John Reid, David James, Thommie Hampton, (standing) Asst. VP Ambrose Cucinotta, John Haller, Kevin Quinlan, Sec-Treas. David Heindel and Charles David James.

Unions Urge Stronger Rules Protecting U.S. Mariners Defending Against Piracy

The SIU recently joined with several other maritime unions in urging the U.S. Coast Guard to institute stronger rules protecting American mariners who may need to use force while defending themselves and their vessels against piracy.

Jointly submitting comments to the Coast Guard in late February were the SIU; American Maritime Officers; International Organization of Masters, Mates and Pilots (MM&P); Marine Engineers' Beneficial Association; Marine Firemen's Union; and Sailors' Union of the Pacific. The agency had requested input on its policy regarding "standard rules for the use of force for self-defense of vessels of the United States."

The unions pointed out that current guidance, issued in June 2009, "actually allows less force to be used than American common law and the statutory law of most states." Therefore, they said, the Coast Guard "should develop standard rules for the use of force for self-defense of vessels of the United States when on the high seas that permit the use of deadly force by any means, including armed resistance, when the master, mariner, embarked personnel including security personnel, or individuals who use force, or authorizes the use of force, reasonably believes the vessel or a mariner is being subjected to an act of piracy."

Comparing the current maritime regulations in Port Security Advisory (PSA) 3-09 to long-established U.S. laws governing shore-side conduct, the unions wrote, "Since the general introduction of firearms, the common law has recognized that one is not 'required to retreat when he is assailed in a place where he has a right to be.' Likewise, one may defend his domicile or his property to the extent of taking life, when necessary in defense of his property. Although any American would be justified in using deadly force to protect his home or property, [the current guideline] advises that only non-deadly force should be used in defense of the vessel or in defense of property the master and crew are authorized to protect."

The union comments continued, "Of course, it is impossible for a mariner to retreat from attack when he is at sea. At the same time, the vessel is the mariner's domicile and contains all the property with which the mariner travels. The master is charged with the protection of both the vessel and a ship's cargo – often valuable military and humanitarian aid owned by the U.S. government. Faced with these realities, mariners or embarked security forces must be able to use deadly force in defense of the vessel; if pirates are permitted to board a vessel with only non-lethal resistance because the pirates were not actively threatening the crew with imminent death or great bodily harm, it will often be

too late for the vessel and too late for the crew."

Additionally, the unions pointed out what they described as a significant omission in current law. Specifically, left unaddressed is the use of deadly force when a mariner has a reasonable fear of kidnapping. The way the existing guidance is worded, "a mariner who reasonably fears he will be kidnapped for ransom is not entitled to use deadly force," the unions noted. "This is a serious oversight because ransoming vessels and crew is the main motivation behind pirate attacks off the Somalia coast. Indeed, when the *Maersk Alabama* was attacked in 2009, the pirates were unable to seize the ship due to the valiant efforts of the crew; however, the attackers kidnapped the master as they fled the vessel."

Elsewhere in their submission, the unions reiterated their shared position that the suppression of piracy "is primarily a government responsibility using embarked military security detachments under rules of engagement enforced by military command and control procedures."

Moreover, they said that in the event that a U.S. shipowner, mariner or security personnel face civil or criminal liability in a foreign jurisdiction for their lawful use of force, the U.S. government "must be prepared with diplomatic and legal assistance to ensure U.S. law is applied to actions taken by U.S. ships."

Coalition Slates 2nd Annual Maritime 'Sail-In' for May

The U.S. Maritime Coalition has announced plans for its second annual Congressional "Sail-In," an effort to educate members of Congress on the importance of the American maritime industry. The event is scheduled to be conducted on Capitol Hill on May 4, 2011.

This year's Sail-In aims to build on the success of the 2010 event, in which several dozen maritime industry representatives from all over the country – including a number of SIU officials – took to the Capitol and met with members of Congress and their staff.

Several maritime groups are expected to attend this year, among them international and domestic carriers, terminal operators, and maritime unions again including the SIU. The event will inform members of Congress and their staffs about the importance of pro-maritime legislation and programs, as well reiterate the impact the maritime industry has on the economy and national security.

U.S. Navy Vice Adm. Albert J. Herberger (Ret.), a former U.S. maritime administrator and current head of the volunteer organizing group, said that for last year's event, "We had folks from 20 states, 48 congressional districts, 28 companies,

nine unions and labor organizations, and 10 related associations. That's a powerful message to Congress."

According to the coalition, at this year's event, the stakes have been raised by a changing political climate. A large class of freshman congressional representatives including 20 newcomers on the House Transportation and Infrastructure Committee, as well as the loss of several longtime friends of the maritime industry means that it's now more important than ever to mobilize and stand up for a strong maritime industry.

"The meetings will entail informing Congressional leaders of the American maritime industry's importance to the economic and national security of the United States, of the important role the industry plays in supporting American troops and America's defense mission overseas, and of the thousands of American jobs created and maintained throughout the industry," the coalition noted in a news release.

For more information on the Sail-In, as well as registration instructions, visit www.maritimeindustrysailin.com

The event is open to any and all whose lives are affected by the maritime industry.



A tugboat is among debris in Ofunato, Japan, following a massive earthquake and subsequent tsunami. (U.S. Navy photo by Mass Communication Specialist 1st Class Matthew M. Bradley.)

Japanese Ports Recovering

Vessels Alter Routes Due to Issues at Nuclear Plant

As with the overall damage caused by the earthquake and tsunami that struck the Pacific Ocean near northeastern Japan on March 11, the maritime-specific destruction will take a long time to fully quantify. However, within 10 days of the tragedy, a number of stricken Japanese ports had reopened, according to the Japanese Ministry of Land, Infrastructure, Transport and Tourism.

One of the hardest-hit areas, the Port of Sendai-Shiogama, had reopened only for vessels carrying relief supplies. The nation's two largest ports (Tokyo and Yokohama) were not directly affected by the earthquake and tsunami.

Meanwhile, despite the progress at some ports, SIU-crewed ships and other vessels continued to alter routes and schedules due to port availability issues and, more significantly, radiation from nuclear power plants near Fukushima. The union remains in close contact with SIU-contracted operators including Maersk Line, Limited and APL and with the U.S. Maritime Administration (MarAd) to help ensure mariner and vessel safety. Additionally, the union's Government Services Division sent precautionary information to CIVMARS.

The union also reached out to officials at the All Japan Seamen's Union, offering condolences and support.

On March 17, the U.S. Maritime Administration issued an advisory to U.S. vessels transiting to or from Japan or in waters in the vicinity of the northeast coast of

the island of Honshu. Among other points, the advisory pointed out that the U.S. Department of Energy "and other technical experts in the U.S. government have reviewed scientific and technical information collected from assets in Japan, as well as what the government of Japan has disseminated. Consistent with the results of that review, NRC guidelines and guidance issued by the U.S. ambassador to Japan, the U.S. Coast Guard recommends, as a precaution, that vessels avoid transiting within 50 miles (80 kilometers) of the Fukushima nuclear power plant.... Mariners are advised that this recommendation should be considered a minimum distance.... Prudent trackline planning should incorporate current wind and weather conditions."

Within a few days after the earthquake and tsunami, the Japanese coast guard released information on several cargo ships that grounded at ports including Ishinomaki, Kashima and Kamaishi. All the crews were reported safe, as were mariners aboard several other ships that initially were drifting in or near those ports and others. The agency also reported that four Indonesian fishermen and their boat had gone missing.

The tsunami also affected Hawaii and the West Coast. The SIU hall in Honolulu closed due to flooding on the islands, though it wasn't damaged. And the Seafarers-contracted cruise ship *Pride of America*, which is based in Hawaii, safely sailed away before the surges hit Oahu, Maui and the Big Island on March 11.



U.S. Navy Vice Adm. Albert J. Herberger (Ret.) addresses attendees at last year's event.



SIU members and officials from Houston (including those pictured above) took part in a mid-March demonstration against budget cuts that would harm police officers, firefighters and teachers.



Seafarer and Green Bay resident John Ingold (right) in late February marched with fellow trade unionists in Wisconsin to support workers' rights.

Governors Train Sights on Workers' Rights

Union Members Rally in Wisconsin and Elsewhere to Defend Working Families

Newly elected governors, many of whom gained power by defeating labor-backed opponents during the midterm elections last November, appear to be dubbing unions their number one adversary, according to the AFL-CIO.

These state-level managers are falsely blaming middle-class workers for their states' fiscal shortfalls (44 states and the District of Columbia are projecting budget deficits for fiscal year 2012), while at the same time giving huge tax breaks to corporations that supported them during their campaigns, the federation recently reported. As one communication from the labor federation put it, they are taking dead aim on union members' pensions, health care benefits, wages and collective bargaining rights. Governors Scott Walker (Wisconsin), John Kasich (Ohio), Chris Christie (New Jersey) and Mitch Daniels (Indiana) over the last month have become household names of sorts because of their no-holds-barred onslaughts against unions and working families.

Walker, however, drew the earliest and most attention. On Feb. 11, he proposed a now-infamous budget repair bill that called for deep cuts in spending for education and local government services. His bill also would eliminate 1,200 Wisconsin state jobs, call for increased contributions from workers for their benefits and strip public employees of their collective bargaining rights.

According to several published reports, Walker during an interview said he hoped that by "pushing the envelope" and setting an aggressive example, Wisconsin might inspire more states to curb the power of unions. "In that regard, I hope I'm inspiration just as much as others are an inspiration to me," he said. Elsewhere, reported the same sources, a Washington-based extremist group said it was trying to use its lists of activists to turn out supporters for a variety of bills aimed at cutting the power of unions — not just in Wisconsin, but in Tennessee, Indiana and Ohio as well.

Walker's proposals were met with rejection from the outset as thousands upon thousands of union workers and ordinary citizens in Wisconsin took to the streets to voice their objections. They were later joined in solidarity by more union members and supporters from throughout the country in the fight of their lives. Despite this outcry, the measure made its way through the Wisconsin House and headed to the Republican-controlled Senate where it was a shoe-in for passage.

Most of the state's 14 Democratic senators, in an attempt to force backers of the bill to negotiate a compromise, boycotted a vote on the measure and left the state. Unmoved by

those tactics and ignoring his state's statutes which required that a quorum of 20 senators be present for a vote on the issue, Walker and his supporters in the Senate passed an amended version of measure, 18-1.

Walker signed the bill into law March 11, but Dane County Wisconsin Judge Maryann Sumi a week later prevented the measure from taking effect by issuing a temporary restraining order. Sumi's action was in response to a lawsuit filed by the local Democratic district attorney charging that Republican lawmakers violated the state's open meetings law by hastily convening a special committee before the Senate passed the bill. The ruling also raised the possibility that the Wisconsin legislature may have to vote again to pass the bill. Opponents are hopeful that some concessions will be made during this process should it come to fruition. As of press time for the *Seafarers LOG*, no resolutions to the matter had been made; however, a hearing on Judge Sumi's injunction was scheduled for March 29.

"What Scott Walker did was take away the ability of teachers to bargain for smaller classrooms, for firefighters to bargain for better safety, for nurses to bargain for better healthcare," AFL-CIO President Rich Trumka said March 18 on MSNBC. "He upset over 80 years of history and collective bargaining in that state and, quite frankly, they did it in the middle of the night, which was a true affront to democracy and our rights."

Ohio Governor Kasich, who introduced his budget March 15 calling for \$1.9 billion in public service sector cuts, apparently is taking a similar approach to Walker's when it comes to workers' rights. The federation charges that he wants to limit collective bargaining rights for public sector unions and require them to take pay cuts and kick in more for pensions and health care. Kasich said the changes in labor rules—the state Senate approved a measure March 2, and the House is expected to follow suit—are necessary to shore up Ohio's struggling economy and help close a two-year budget deficit estimated at \$8 billion.

In New Jersey, Governor Christie unveiled his \$29.3 billion budget in February that relies almost entirely on spending cuts to reverse the declining fortunes of a state he sees as battered by the recession and choking on its tax burden. To rein in the deficit that he said was nearing the \$11 billion mark, Christie called for the layoffs of 1,300 state workers, the closure of state psychiatric institutions, an \$820 million cut in aid to public schools, and nearly a half-billion dollars less in aid to towns and cities. Breaking one of his own cam-

paign pledges, the governor also suspended until May of this year a popular property-tax rebate program.

In Indiana, one of Governor Daniels' first acts upon taking the office in 2005 was to use his executive power to eliminate collective bargaining rights for state employees. Republicans in the Indiana Senate currently are pushing so-called right-to-work legislation, which would enable private sector employees to decide not to join or pay dues to a union, even if their colleagues agree to do so. Indiana does not face the budget troubles of many other states, but the fight over the right-to-work measure symbolizes what could be next for organized labor if it loses collective bargaining rights in other states.

Although the eyes many Americans are trained on the situations as they develop in the foregoing states, AFL-CIO Director of Media Relations Alison Omens says that corporate-backed politicians are clearly gunning for working people in every state across the country. Recently, she said, governors and legislators in state after state have taken aim at their own constituents with increasingly blatant attacks on education, public services, and working people's voices.

Omens said that it's not just the rights of workers to collectively bargain for a middle-class life that is under attack. We're also seeing a nationwide push to take away the rights of voters. For example, New Hampshire State Representative Gregory Sorg recently introduced a bill that would eliminate the right of New Hampshire's college students to cast a ballot where they go to school. Sorg's argument against the ability of students to vote where they go to school was not based on their residency, but on their habit for voting for liberals.

Moreover, "paycheck deception" bills, which would silence workers' voices in the political process, have been or soon will be introduced in nearly two dozen states; and prevailing wage laws that protect workers and communities from dishonest contractors' bids on taxpayer-funded construction projects have been targeted for repeal by governors and legislatures in 19 states.

Even in states where the outcry has not been as publicized, Omens said working families have stepped up to express their dismay to lawmakers who would rather play partisan games than create jobs. Working people from across the country are preparing for rallies on April 4 under the slogan "We Are One." Participants will point to Dr. Martin Luther King's struggle for civil rights and how the movement continues today.

Port Personnel Train in Piney Point



SIU Safety directors, patrolmen and port secretaries recently completed computer and safety training at the union-affiliated Paul Hall Center in Piney Point, Md. The training took place in two separate sessions, March 14-17. The first group included (photo at left above) Brian Kinard, Ashley Nelson, Sam Spain, Mark von Siegel, James Brown, Warren Asp, Monte Burgett, Chris Mercado, Kevin Marchand, Ryan Palmer and Abdul Al-Omari, joined in this photo by SIU VP Contracts George Tricker, Plans Administrator Maggie Bowen, retired Paul Hall Center Safety Director Jimmy Hanson and Paul Hall Center Instructors Joe Zienda and John Dobson. The second group, shown in the other photo, included Don Thornton, Lisa Clark, Terry Montgomery, Clara Rampersadsing, Benita Evans, Adrienne Nash, Brian Guiry, Karen Shuford, Judy Benton, Sheila Burton, Diana Marrone, Linda Kluska, Betty Wierschem, Jim Ott and Amy Aud, pictured with Paul Hall Center VP Don Nolan and Bowen.

USNS Matthiesen Delivers for 'Deep Freeze'

The SIU-crewed tanker *USNS Richard G. Matthiesen* recently participated in a challenging and vital mission to resupply an outpost in Antarctica. The mission, dubbed Operation Deep Freeze, was a race against time and the elements to help provide a year's worth of supplies for more than 1,000 people based at the McMurdo Station.

Operation Deep Freeze is a U.S. Air Force-led operation that occurs once a year within a very small window of opportunity. The U.S. Navy's Military Sealift Command (MSC) plays a central role in transporting the desperately needed supplies as do the mariners that serve aboard MSC-contracted ships.

The need for a fast and efficient group of Seafarers was paramount to keeping the outpost up and running and allowing the scientists and support personnel at McMurdo to continue their work. SIU members aboard the Ocean Shipholdings Inc.-operated *Matthiesen* heeded the call and delivered fuel to the base – enough to keep the operation running for a year and effectively providing life support for the people stationed there. The *Matthiesen* delivered more than 5 million gallons of gas, diesel, and jet fuel to the station from late January to early February.

The mission has been supported by U.S. Merchant

Mariners since the McMurdo Station was founded in 1956. Every year, crews of civilian seafarers do their part by bringing supplies, and this year turned out to be no different.

The voyage takes place during the summer months in the Southern Hemisphere. However, despite the relatively warmer temperatures, the tanker still had to follow behind an icebreaker to get its cargo through the difficult passage, according to MSC.

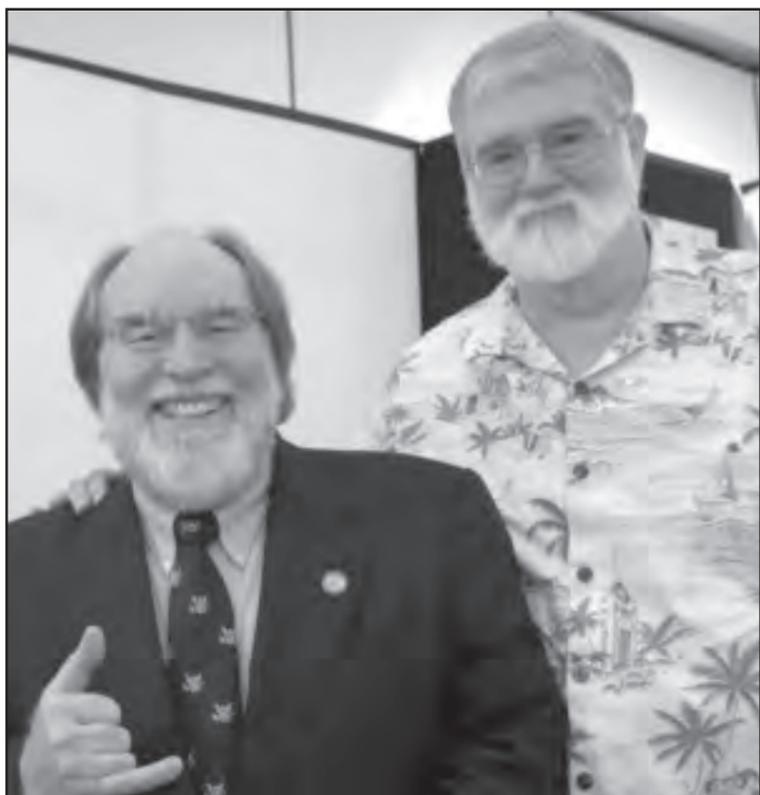
This year's mission also marks the last time a Champion-class T-5 tanker will be used in support of Operation Deep Freeze. The *Matthiesen* was scheduled for decommissioning in mid-March.

"This is the last McMurdo Station port call for a T-5 tanker, a milestone in 26 years of dedicated tanker support by MSC, the Champion-class tankers and the U.S. merchant seamen who crew them in support of Operation Deep Freeze," said Navy Rear Adm. Mark H. Buzby, commander of MSC. "This marks the end of a proud era for the Champion-class tankers."

Thanks in part to the support of civilian mariners, the scientists and others at the McMurdo Station can look forward to another year of their important work.



The Seafarers-crewed *USNS Richard G. Matthiesen* transported important cargo to Antarctica.



Port Agent Neil Dietz (right), pictured with then-U.S. Rep. (now governor of Hawaii) Neil Abercrombie at a 2008 Maritime Trades Department meeting, spent 25 years with the SIU.

Port Agent Dietz Retires

Longtime SIU Honolulu Port Agent Neil Dietz barely needed a fraction of a second to consider what he'll miss most as he retires after a 25-year career.

"The members, beyond a doubt," said Dietz, who retired in late March and immediately started working for Hawaii Gov. Neil Abercrombie as chief negotiator for the state. "We have the most fascinating people in the world in our union. I came to work for the SIU as an outsider, and it takes Seafarers a little while to accept people from the outside."

"But once they trust you and take you into their hearts," Dietz continued, "you're their friend forever. It's a hallmark of this industry that you stay friends with people you may not see for a few years at a time. That's what I have enjoyed the most and I'm certain what I'll miss the most."

Although new to the maritime industry, Dietz was no stranger to organized labor when he came aboard with the SIU in 1986. He had been a rank-and-file member of the Amalgamated Transit Union, and later was elected as a local official and then as president of a central labor council in the Midwest.

He started working for the SIU in

Seattle and eventually relocated to Honolulu, 15 years ago.

"It has been an exciting time here," said Dietz, 56.

SIU Executive Vice President Augie Tellez said Dietz "has been a great asset to our union since his very first days in Seattle. I wish him the absolute best of luck and I know he'll be a tremendous asset to Neil Abercrombie's administration."

Reflecting on his time with the union, Dietz credited two late officials for helping him immeasurably: Executive Vice President Joey Sacco and Vice President West Coast George McCartney.

Looking ahead, Dietz said his new role working for the state "will be a real change for me because I'm literally switching sides of the table.... I couldn't make that change for anybody else other than Neil Abercrombie. He has proven how supportive he is of working people."

"The SIU has taught me how labor and management can work together," he added. "We may have differences on contractual matters but we can work those out, and I anticipate taking those lessons I've learned into a new arena. I owe my future to the SIU and I understand that."

CMPI 610 Negotiations Continue

The SIU Government Services Division, the U.S. Military Sealift Command (MSC) and the Military Sealift Fleet Support Command (MSFSC) are continuing negotiations on the Civilian Marine Personnel Instruction 610. The negotiations started more than a year ago, in January 2010, and most recently continued in early March at SIU headquarters in Camp Springs, Md.

At the most recent negotiations, the parties were assisted by two unlicensed CIVMARS – both experienced members of the engine department. West Coast CIVMAR **Floyd Fullilove** and East Coast CIVMAR **Greg Woods** provided support and technical expertise throughout at the CMPI 610 negotiations. A more-detailed article and photographs of this-week long negotiation will appear in the May edition of the *Seafarers LOG*.

CMPI 610 covers the hours of work and premium pay rules applicable to all CIVMARS. For the most part consensus has been reached on

general work rules, and the work rules specific to the deck and engine departments. All consensus agreements will be reviewed at the end of the negotiations to determine if, as a result of any changes, CIVMARS have experienced more than a minor unintended negative impact. The rules will also be reviewed to ensure that CIVMARS have not experienced an unintended gain.

The MSC and CIVMARS are also protected as a result of an agreement which allows the parties to study the economic impact of the rules for four years after implementation.

As previously reported, all of the negotiators continue focusing on helping ensure that the new Instruction will be as clearly written as possible and, as a result, will be applied consistently on all vessels throughout the fleet. Along with uniformity and clearness in the revised document, the union is focused on ensuring that as work rules are modified, the overtime and penalty wages of CIVMARS are protected to the greatest possible extent.

Maersk Constellation Resumes Voyage

The SIU crew and AMO officers aboard the *Maersk Constellation* safely departed the port of Lobito, Angola, following a peculiar detention by Angolan authorities that lasted more than two weeks.

The vessel was carrying food aid and ammunition provided by the U.S. government and destined for several African nations. Beginning March 1, the ship was detained in Angola due to a perceived customs documentation issue that eventually was clarified. The vessel sailed again on March 17.

SIU headquarters officials stayed in touch with the crew and company throughout the episode. During a phone call, Recertified Bosun **Doyle Ellette** told SIU President Michael Sacco and Vice President Contracts George Tricker that the mariners remained patient and kept their sense of humor throughout the delay. The bosun also said he and the rest of the crew appreciated the concern and regular communications from

Maersk and the union.

U.S. government entities including the State Department helped resolve the situation. Apparently, Angolan authorities were confused about some of the ship's cargo, which included ammunition bought by the government of Kenya as well as food aid destined for Rwanda, Angola, Malawi and Mozambique.

"Our top concern from the beginning has been the safety of the mariners aboard the *Maersk Constellation*, and I know the same is true of AMO and Maersk," said Tricker. "We're obviously pleased that the ship was able to resume its voyage without further delay, and on behalf of the entire union I applaud the patience and professionalism of the crew."

Maersk Vice President of Labor Relations Ed Hanley thanked SIU and AMO officials for their support and added, "The entire ship's crew has stood tall and done the U.S. Merchant Marine proud."



SIU crew members aboard the *Maersk Constellation* during its recent ordeal included (from left) AB Rosalind Sparrow, DEU Oshema Watson, SA Jessica Crockett, Chief Cook Brian Corp, AB Fethanegest Demoz, Recertified Bosun Doyle Ellette, Steward/Baker John Greubel, Electrician Sixin Ling, AB Rickie Zelaya, AB Philip Carlton, AB Pascal Masanilo and SA Abelardo Reyes.



Cargo is loaded aboard the vessel in Baltimore.



Students examine the bridge of the union-contracted ship.

Seafarers Shine During Ocean Atlas Demo

Event Highlights Importance of Strong U.S.-flag Fleet, America's Cargo Preference Laws

The SIU-contracted *Ocean Atlas* sailed into the spotlight March 14 while its crew performed a demonstration and gave a tour for SIU officials, members of the Maritime Administration, and unlicensed apprentices from the Paul Hall Center in Piney Point, Md., among many other figures from the maritime industry.

SIU Vice President Contracts George Tricker and Port Agent Pat Vandegrift represented the union at the event.

The ceremony began with remarks from Intermarine CEO Andre Grikitis, who talked about the importance of maintaining a strong U.S.-flag fleet.

"It's necessary to protect U.S.-flag shipping," said Grikitis, whose company operates the *Ocean Atlas*. "It's vital, not just to the commerce of the United States, but also to the interests of national security as well."

Grikitis went on to thank the crew and wish the more than 20 unlicensed apprentices in attendance good luck with their future careers as merchant mariners.

Maritime Administrator David Matsuda was also on hand and discussed the importance of cargo preference, a law designed to ensure that U.S. government property and aid is shipped on U.S.-flagged and American-crewed ships.

"Whether it's military cargo supporting our troops in Iraq and Afghanistan or civilian cargo like for the Department of Energy or these items today, it's critical that they are shipped on a U.S.-flagged ship," said Matsuda.

Former Federal Maritime

Commissioner and retired Congresswoman Helen Bentley spoke about the importance of maintaining the fleet, in addition to paying specific attention to the future for young workers.

"Young people need jobs, this country needs trade, and this country needs the revenue from American-flag ships," Bentley affirmed.

Following the remarks, a tour was organized for the people in attendance. The *Ocean Atlas* was gearing up for a run to South America carrying a cargo of cranes for use in a gold mine in the Andes Mountains.

The project, negotiated by Intermarine and mining companies since 2008, is financed in part by the Export-Import Bank (Ex-Im). Cargo preference laws insist that certain cargo procured by the Ex-Im Bank must be shipped on U.S.-flag vessels, thus protecting America from being undercut by foreign interests.

While watching from the bridge, the unlicensed apprentices witnessed firsthand the work involved in being a merchant mariner on a heavy-lift ship. Captain Steven Lund was quick to answer questions about a life at sea for some of the inquiring apprentices.

When asked for advice for someone's first run as a mariner, Capt. Lund laid out an essential requirement for any seafarer: safety first.

"Safety is definitely the most important thing," Lund said, continuing on to suggest that all workers aboard ask questions about safety

issues, especially new mariners.

For many of the trainees, this was their first experience on a working ship and their first glimpse at the life of a seafarer.

"I've never been on a ship before," said **David Leader**, an unlicensed apprentice. "Being here, I learned a lot about the different positions you can choose on a ship."

Brion Lanata had a similar sentiment. "It was a lot of fun," said Lanata. "I saw a

lot of the deckhand work that goes on aboard these ships. I honestly don't know what ship life is like and this is giving me an opportunity to see it. I'm really looking forward to getting out there."

With its demonstration and tour completed without a hitch, the crew of the *Ocean Atlas* proved an excellent group to show off the capabilities and unique talents of a U.S.-flagged and union-crewed vessel.



Pictured from left to right are AMO National Executive VP Bob Kiefer, Intermarine CEO Andre Grikitis, SIU VP Contracts George Tricker, former Congresswoman Helen Bentley, Captain Leo Bonser of Intermarine, Maritime Administrator David Matsuda and Captain Steven Lund.



Unlicensed apprentices and other guests observe a crane demonstration from the bridge of the *Ocean Atlas*.



SIU Vice President Contracts George Tricker, Port Agent Pat Vandegrift and Instructor Bernabe Pelingon are pictured with a group of unlicensed apprentices from the Paul Hall Center. Tricker and Vandegrift are standing sixth and seventh from left, respectively, in the middle row, while Pelingon is at far right.



Military Commanders Emphasize Value, Reliability of U.S. Merchant Mariners

Navy League Chief: Strong Commercial Fleet 'More Critical Than Ever'

Two high-ranking United States military officers and the head of an organization dedicated to promoting American sea services told the AFL-CIO Maritime Trades Department (MTD) executive board that the U.S. Merchant Marine remains a trusted, invaluable partner with the nation's armed forces.

Rear Adm. Mark Buzby, commander of the U.S. Military Sealift Command (MSC), and Maj. Gen. James Hodge, commander of the U.S. Army Combined Arms Support Command, addressed the MTD on Feb. 25, while Dale Lumme, national executive director of the Navy League of the United States, spoke one day earlier.

Each of the speakers credited America's civilian mariners – and their unions – for their reliability, professionalism and dedication.

Buzby heads up an agency that is the country's largest employer of civilian seafarers. He stated, "The professional mariners who are your union brothers and sisters are also the people that I rely on to operate the MSC fleet every day. Sixty percent of our ships are operated by commercial mariners, and I can't execute that mission without you or without them. National security and national defense depend on it. You are very willing partners in this great mission we have facing us."

Recapping some of the significant activities since he addressed the board a year ago, Buzby cited improvements in work rules covering CIVMARS (including members of the SIU Government Services Division), the use of interest-based bargaining, and the habitability agreement reached with the SIU. He said that after a decade of limited advancement, "I'm very, very encouraged by our progress, and when I go out and talk to our mariners, they are very pleased to see us moving forward."

The commander also said communication between MSC and maritime labor remains open and effective. He noted a recent meeting with maritime union presidents and other officials and said additional gatherings are scheduled, including one set for April.

Buzby said that in addition to MSC bringing in new civilian-crewed tonnage such as the T-AKE ships, the double-hulled replacements for the Kaiser-class vessels and a series of high-speed vessels, he anticipates more work being transferred from the Navy to the commercial and CIVMAR fleets. He referred to ships and missions which during the past 40 to 50 years have been moved from the Navy to MSC. Since an early 1970s underway replenishment experiment, he said, "The trust and confidence that's been established by our crews with the Navy and with DOD has been phenomenal, to the point that we now have 20 different missions that used to be carried out by Navy bluejackets that we now carry out ... certainly less expensively but with no loss of effectiveness. There continues to be more and more missions that I get



Rear Adm. Mark Buzby
Commander
Military Sealift Command



Maj. Gen. James Hodge
Commander, U.S. Army
Combined Arms Support Command

asked to look at to see if we can take on. The Navy gets it and the reason we're even being asked is because of the trust that's been established and is maintained every single day by our mariners out there doing the job as beautifully as they do it."

He concluded by explaining that MSC is "a critical element of any operation worldwide where persistent force must be applied and sustained, afloat or ashore. We are MSC and we deliver thanks to the American merchant seaman who makes it happen any time, any ocean, in peace and in war."

Hodge is in charge of the Army's transportation, logistics and sustainment efforts – missions that are supported by the merchant marine.

He told the board, "I think that our partnerships between the Department of Defense and industry are absolutely critical to the military to be able to do its job. Given my experience with the Military Surface Deployment and Distribution Command (SDDC, which he commanded in his previous assignment), I firmly believe there are none better than the maritime industry with DOD and the U.S. Transportation Command (TRANSCOM). The relationship that we have is truly extraordinary and I see no reason why it won't continue well into the future."

Hodge pointed out that the Army component of TRANSCOM is "responsible for providing strategic sealift, strategic surface lift for our armed forces. In the United States you're normally talking about truck or rail or barge capabilities, but when you have to go overseas you're talking about vessels. And what we do at SDDC is garner all the Army requirements to move.... We see those requirements on the horizon and then we go about trying to figure out how we're going to get them over there. Normally we go to the commercial industry first.

"In the last 18 months of my command, there was not a single time that our commercial maritime industry was not able to meet our movement requirements," he continued. "In other words, for at least 18 months in a row, I did not have to go to Admiral Buzby to activate a Military Sealift Command vessel. I could do it through commercial industry. I think that's absolutely incredible."

Illustrating the importance of the sealift efforts sustained in part by U.S. mariners, he referred to a documentary put together by two reporters who were embedded for two years with a U.S. platoon in Afghanistan. The platoon was located in what has been labeled as the deadliest place on Earth. Hodge said the film was an "open and honest look at what our soldiers are doing and how they're living.... Their mission was to clear the valley of insurgents and to gain the trust of the local populace. When you watch something like that, you think about what they're doing day in and day out, it just

makes you realize that there's really not anything too good for those soldiers. And when I look across the crowd here, I recognize the fact that given your positions, every single one of you were involved in supplying and sustaining that group, that platoon while they did their job for 18 months. You played a huge role in their survival and the job that they did, and I can't thank you enough."

Lumme reminded the board that the Navy League is a non-profit civilian organization "whose mission is to educate the American people and their leaders about the enduring importance of sea power to a maritime nation, and to support the men and women of the U.S. sea services. Since the Navy League's founding, in 1902, by President Teddy Roosevelt, the organization has strongly promoted America's maritime interests through our strong advocacy of all of the maritime industry – to include the U.S.-flag Merchant Marine, the U.S. Coast Guard, the U.S. Marine Corps, and the US Navy."

Lumme described a strong commercial American-flag fleet as "more critical than ever" to the nation's security. He pointed out that 95 percent of the equipment and supplies required to deploy U.S. forces is delivered by ships manned by U.S. citizen mariners. He also reminded the audience that maritime transportation "contributes more than \$11 billion per year directly to the U.S. economy, and hundreds of billions indirectly."

At the heart of that national and economic security are American mariners, Lumme said.

"Skilled mariners are more critical than ever to ensuring our ability to sustain U.S. national and global security interests," he stated. "Union members including shipyard workers, teamsters, longshoremen and other skilled workers have all been active in building and maintaining maritime shipping in support of humanitarian relief operations and sustainment of overseas combat operations."

He also reiterated his organization's support for vital laws and programs including the Jones Act, the Maritime Security Program and its related Voluntary Intermodal Sealift Agreement, which, he explained, "provides an expanded pool of trained and experienced mariners to crew U.S. government-owned sealift assets, and helps to sustain the U.S. shipbuilding industrial base that is vital to the U.S. Navy. Without these commercial capabilities, the U.S. government will be required to provide significantly more funds to build a replacement fleet and infrastructure while losing the pool of highly qualified mariners needed to sail these vessels."

Moreover, Lumme said the Navy League "supports efforts by the U.S. Coast Guard to expedite the licensing and documentation of merchant mariners while striking a balance between security and commercial maritime interests."



Dale Lumme
National Exec. Director
Navy League

Politicians Support Maritime, Working Families

A United States Senator, two Congressmen, an administration official and a governor each promised their ongoing support for the goals and aspirations of the U.S. maritime industry Feb. 24-25 during the AFL-CIO Maritime Trades Department (MTD) executive board meeting in Orlando, Fla.

Sen. Mark Begich (D-Alaska), Deputy Secretary of Labor Seth Harris, U.S. Rep. Russ Carnahan (D-Mo.), Gov. Neil Abercrombie (D-Hawaii), and U.S. Rep. Charles Rangel (D-N.Y.) each pledged to champion the MTD's objectives as opportunities availed themselves in their respective realms of influence. Carnahan and Rangel made live appearances before the board and guests while Begich, Harris and Abercrombie addressed them via video.

"We certainly know the value of the maritime industry in my home state of Alaska," said Senator Begich. "Marine transportation is crucial in my state. We don't have the highway infrastructure of the lower 48 states and as a result we rely on aviation and marine freight and transportation to keep geographically separated sections of the state connected."

Begich recognized the thousands of hard-working Americans who are employed by the industry and elaborated on the vital role they all play in the nation's commerce and economic recovery. "As we look towards the strengthening of our economy and reducing our deficit, Congress must work to maintain and improve the viability of our maritime interests," Begich said. "There's an inherent advantage of having a fleet of American-built, owned, and crewed vessels."

While there are several legislative actions Congress could take to spur maritime industry growth and ensure its preservation, none is more important than protecting the Jones Act, the senator said. Despite this opportunity to create a positive impact, Begich made the point that because of special interests, some lawmakers appear to be going out of their way to destroy the Jones Act.

"There were a few members of Congress who tried to use the Deepwater Horizon tragedy as a catalyst to repeal the Jones Act by making inaccurate claims that the Jones Act somehow inhibited our country's spill response," he said. "We know that this was a disingenuous argument that simply isn't true." The senator then expressed his appreciation for the job done by the MTD to debunk the inaccurate statements about the Jones Act.

Begich said that as he and other lawmakers got to work in the 112th Congress, he looked forward to working with his colleagues in the Senate to protect the Jones Act and make sure that waivers are only granted in the most extenuating circumstances. He added that he and his colleagues also would be working hard to continue on the successes of the Maritime Security Program (MSP) and cargo preference laws.

"This program (MSP) is vital to ensuring that our country has the U.S.-flag and strategic sealift capabilities it needs as well as a trained workforce of American Merchant Mariners during times of war or international emergency," Begich said. "That's why I was proud to support full funding for the Maritime Security Program in both 2009 and 2010."

"Cargo preference is another important program," he continued, "In addition to bolstering the viability of the maritime industry, some of our greatest foreign policy comes from the rest of the world seeing American foreign aid arrive by our U.S.-flag vessels. We saw this firsthand with the relief efforts in the aftermath of the earthquake in Haiti."

Turning to the economy, the senator said there is no doubt that our nation faces significant budgetary challenges and further that our federal deficit is unsustainable. And while the senator agrees with President Obama's observation that tough cuts will have to be made, Begich suggested that: "We need to invest in our crumbling infrastructure, including our marine infrastructure."

"This includes working with the corps of engineers in local ports and harbors to make sure that our channels are dredged and our

waterways are safely navigated," he continued. "Investing in our infrastructure today will ensure that we have the capacity to accommodate marine commerce that helps drive the nation's economy tomorrow and it will put Americans employed in the maritime trades to work."

The senator closed by telling the audience that he was honored to be selected at Chairman of the Democratic Steering and Outreach Committee in the 112th Congress. "In this capacity, I'll look forward to working with organized labor, and the maritime community to continue to grow the economy as we turn the corner on this recession."



MTD President Michael Sacco (left) joined U.S. Rep. Charlie Rangel (D-N.Y., center) and U.S. Rep. Russ Carnahan (D-Mo.) for this photo at the conclusion of the board meeting.

Harris reflected on the state of the economy and the campaign being launched in several states to eliminate their budget problems by slashing workers' benefits and eliminating their rights to collective bargaining.

When he addressed the MTD a year ago, Harris noted that the nation's economy was at a critical stage, but that signs of recovery from the worst recession in decades were visible on the horizon. The Recovery Act and other actions by President Obama and the Democratic majority in Congress stemmed the tide of devastating job losses, he said. "Our economy had begun growing again and I promised you that our priority of the coming year would be getting the American people back to work and laying the foundation for a sustained recovery that reflected our values," Harris said. Recalling key points of President Obama's recent state of the union address, Harris said the president focused the nation's attention on his administration's plan for "winning the future" by making investments that would help boost education, innovation and industrial capacity. "At the Department of Labor, we know that winning the future also means having the best prepared and most innovative workforce in the world," Harris pointed out. "It also means ensuring workers across the country have safe and healthy work places, and that they keep what they rightfully earn and what their unions have rightfully negotiated."

Harris said that some lawmakers in Congress seem to have no interest in providing working families help in rebuilding their lives or putting their talents to work rebuilding or nation's economy. Others, he suggested, are calling for reckless budget cuts that could put another one million people out of work.

"Instead of working towards real solutions, they are looking for scapegoats; instead of seeking thoughtful ways to truly share the sac-

rifice needed to sustain this recovery, they're trying to balance the burden on the backs of hard working Americans," Harris said.

"Instead of negotiating with workers to find solutions to difficult problems based on shared interests, they demonize and degrade in a vain attempt to show how strong and tough they are."

The maritime industry has an important lesson to teach these politicians, according to Harris. "It's a lesson this industry taught me almost 30 years ago when Mike Sacco was showing me what it took to build a strong union and what it took to fight for working families," he said. "It's a message which some

American," the congressman said. "It means American employment, it means American security, it means smart cost efficiency in the spending of our tax dollars."

Carnahan then told board members that despite the loss of some former industry champions after the last elections, maritime still has strong allies in Congress. "But it's now time that we have to reach out," he said. "We have to educate a whole group of new members on both sides of the aisle and we've got to work to build even more allies going forward."

Turning his attention to the great American spirit, Carnahan elaborated on some of the tough challenges the country has experienced during its history including wars, depressions and recessions. It's during times like these that Americans are at their best, he said.

"That's why I was pleased to hear the president in his state of the union speech just recently talk about the way we are going to compete globally," he said. Carnahan said he was also pleased one day later when the president of the AFL-CIO and head of the U.S. Chamber of Commerce made a joint statement indicating they agreed with the president, and they wanted to back him in his initiatives.

The congressman then thanked military leaders present for their service, business leaders for their innovation and investments, and labor leaders for their skills and commitments to joint efforts undertaken by all stakeholders in attendance.

"I want you to know that you can count on me and your longtime allies in the Congress, and your new allies in the Congress to be a partner in making this all success, for your industry and for our country," Carnahan concluded.

Newly elected Governor of Hawaii and former Congressman Neil Abercrombie extended his thanks for the support he received during his gubernatorial race.

"I've been elected governor in Hawaii in great measure because of the support of the working people throughout the state and in great measure because of the support of the Seafarers and the Maritime Trades," Abercrombie said. "They've never let me down and I'm never going to let you down."

The governor concluded, "You can count on this governor; you can on this former Congressman Neil Abercrombie to be with you in solidarity."

Congressman Rangel, to a thunderous round of applause upon taking the podium, was the final speaker to address the board.

"This is the time for us to get together and remind our brothers and sisters in other unions that it was not always this way," Rangel said as he commented on the assaults being launched against union members in several states around the country. "People who have gone before us have fought, they have died, they have lost so much, and we have an obligation to make certain that we don't lose this on our watch."

Because of this crisis being faced by working families and the inspiration received as a result of the contributions made by the MTD during rough times as well as easy ones, Rangel said, "When Russ (Congressman Russ Carnahan) and I get back to Washington, I can tell you without fear of contradiction that the first thing he and I will be doing is to make certain that when we talk about jobs."

"We're not talking about jobs in China," he continued. "We're talking about jobs in our ports, on our ships, for our workers. We'll make certain that we talk about what has made this country so great: It's being able to fulfill the dreams that our fathers and our grandparents have had; making certain that the quality of life is going to be better for our kids."

Rangel said that it's our dreams that have made our country great. "To be able to say that you have an aspiration for your children and your grandchildren, that's what makes America great," he said. "You don't have that in many countries. There are millions of people that want to come into this great nation. We have a lot of people complaining, but nobody is asking to leave. This is the greatest country in the world."

in power have forgotten or willfully ignored: Strong leaders don't run from negotiations, they embrace them."

Harris said that if both sides come to the negotiating table to bargain honestly, there's almost always room to reach an agreement. "The maritime industry has operated under these tenets for decades," he continued. "And at a time when many seem to think that negotiations with unions are the problem, I'm proud that there's at least one industry that's demonstrated for years that good-faith bargaining can be the solution."

Congressman Carnahan said he admired the partnership between the military, business and labor he saw being put on display in the MTD. Such cohesion has a major positive economic impact while also boosting national security, he said.

Using partnership as a framework, the congressman turned his attention to the recent assaults on organized labor, especially in Wisconsin. "They need to remember a little American history," he said, "that America once had business leaders like Henry Ford who figured out that we needed to produce things here and also that we should pay fair wages and benefits to the people at work so they could buy the products. Too many folks have lost sight of the importance of partnership. You have not."

After discussing government bureaucracy in Washington and all of the "red tape" that comes to bear effectively halting progress, the congressman told the audience that the only way to break down barriers of this sort is to work together as partners. As examples of what could be achieved through effective partnerships, Carnahan cited successes such as the Jones Act, the cargo preference program and the MSP, all of which help maintain a viable U.S.-flag fleet.

"That flag means more than being

See *Lawmakers*, Page 15

2011 AFL-CIO Maritime Trades Department Executive Board Meeting



Robert Scardelletti
President
TCU



Richard Hughes
President
ILA



Michel Desjardins
President
SIU of Canada



Joseph Hunt
President Emeritus
Iron Workers



Walter Wise
President
Iron Workers



James Williams
General President
Painters

MTD At A Glance

The Maritime Trades Department, to which the SIU is affiliated, is a constitutionally mandated department of the AFL-CIO. The MTD includes 23 international unions and 21 port maritime councils in the United States and Canada representing more than 5 million working men and women.

SIU President Michael Sacco also serves as president of the MTD. He most recently was reelected to the latter post during the MTD convention in

September 2009.

The MTD executive board usually meets early in the year. The board convened Feb. 24-25 in Orlando, Fla., during which time board members and guests addressed key issues facing not just maritime workers but all working families.

The articles on pages 9-13 are based on comments made at the meeting. Also, the photos on this page show some of the board members and guests.



Mike Jewell
President
MEBA



Gunnar Lundeberg, President, SUP
Anthony Poplawski, President, MFOU



Mark Spano
President
Novelty Workers



Desiree Gralewicz
Secretary-Treasurer
SIU of Canada



Jim Given
Executive VP
SIU of Canada



Brian Schoeneman, Legislative Director, SIU
George Tricker, VP Contracts, SIU



Dewey Garland
Director, Railroad and
Shipyards Dept., SMWIA



James L. Henry
Chairman, Board of Directors
American Maritime Partnership



Joseph Soresi
VP Atlantic Coast
SIU



Kermett Mangram
VP Government Services
SIU



Dean Corgey
VP Gulf Coast
SIU



Tom Orzechowski
VP Great Lakes and
Inland Waters



Nick Marrone
VP West Coast
SIU



Joseph Condo
International VP
TCU



Lynn Tucker
General VP
Machinists



Richard Lanigan
VP
OPEIU



Daniel Duncan (left) takes the helm as MTD executive secretary-treasurer as MTD President Michael Sacco (right) makes the announcement. Duncan succeeds the retiring Frank Pecquex, who will be featured in an upcoming issue of the LOG.

U.S. Coast Guard: *Sturdy Alliance With Labor, Ship Operators Holds Key to Future of Maritime Industry*

Maintaining a strong and healthy partnership between the U.S. Coast Guard, labor unions, and shipping companies is a key to the continued and long-term success of the U.S. maritime industry.

This was the central message proffered by Rear Adm. Kevin Cook and Jeffrey Lantz during their addresses to the AFL-CIO Maritime Trades Department (MTD) executive board during the body's Feb. 24-25 meetings in Orlando, Fla. Admiral Cook is director for prevention policy, U.S. Coast Guard (USCG), while Lantz serves as director, commercial regulations and standards, for the USCG assistant commandant for maritime safety, security and stewardship.

Cook launched his presentation with a look back at the disaster response actions taken by Seafarers, shipowners and the Coast Guard during the aftermath of the January 2010 earthquake in Haiti. "I'd like to offer my congratulations and thanks for all of the support all of you provided during this effort in helping to resolve this crisis," he said. "At that time I know it was big on the Coast Guard's plate and we thought it would be our biggest challenge in 2010, but as you know we moved on and got other homework with the Deepwater Horizon assignment."

The admiral said that at the height of the Deepwater Horizon response, the Coast Guard was overseeing operations involving 48,000 people, 9,000 vessels and 127 aircraft. In addition, 10 million feet of boom had been deployed under the Coast Guard's direction. "But I think ultimately that the thing that all of us will never forget is that tragically 11 mariners lost their lives in that explosion."

The admiral then informed the audience that his commanding officer had identified the enhancement of stakeholders' partnership as one of the Coast Guard's central goals. "I would say that our partnership in general with the U.S. maritime interests and unions are very strong as it is," he said. "You are always there when we need you and certainly are there when the country needs you. Although we'll work to strengthen our partnerships, I'm really pleased with the state that they are at right now."

He then addressed several issues that are especially relevant to members of the MTD executive board and the department's member unions: the Transportation Worker Identification Credential (TWIC), seafarer port access, piracy and mariner credentialing.

The TWIC reader pilot project now has been going on for a couple of years, according to Cook. Currently, he said, there are 16 participants in the project ranging from small passenger vessel operators to large container terminal operators that are spread out all around the country. These participants are in the final stages of collecting data for the Transportation Security Administration (TSA) which in turn will provide a report to Congress. Once these reports have been filed, the Coast Guard will be able to define what the parameters are for TWIC readers to be deployed throughout the country, Cook said. "We'll then be able to move to a much more effective use of the card."

He added that the Coast Guard already has given 161 portable TWIC identification readers to captains of the port throughout the country and that mariners can expect to see them with greater frequency along with Coast Guard inspections on MTSAs facilities. "Some of your people may be asked to produce their TWIC cards as we do a validation of identification versus how the card is displayed," the admiral said. "It's an internal check to make sure that the system is working and to make sure that the people that are using the TWIC as identification are really the people that deserve to have that TWIC."

Moving to Seafarer access, Cook noted that this matter has and continues to be an area of concern, but based on the number of complains he has received over the last year seems to be decreasing. "The guidance that I personally put out required all of our captains of the ports to go back and review each facility security plan and look for three things: make sure that mariner access was in the plan, make sure it was properly addressed and third whatever was in the plan to make sure that's what the company was actually doing," he said. "That was a huge effort and we found issues with one out every 10 plans that were reviewed and it provided a lot more consistency."

Cook pointed out that the Coast Guard still hears about access issues, but primarily they seem to be more individual in nature and involve either a specific terminal or someone's very bad experience. "We try to follow



Jeffrey Lantz
Director, Commercial Regulations and Standards
U.S. Coast Guard Asst. Commandant
For Maritime Safety, Security & Stewardship



Rear Adm. Kevin Cook
Director, Prevention Policy
U.S. Coast Guard

up on them as quickly as possible," Cook said, "but I think we're going to be taking this to a whole new level in the very near term as the Coast Guard Authorization Act was signed into law in October." This legislation includes an additional provision for facility security plans that identify a system for mariners, pilots, seamen's welfare and labor organization representatives to board and depart vessels through facilities in a timely manner at no cost to the individual, he said.

Regarding piracy, Cook said the agency deeply shares the concerns of maritime labor "and we work hard within the government interagency to promote an understanding and a common way forward that provides the best set of flag-state recommendations and requirements for our U.S.-flag operators. We also do a lot of work internationally to try to promote an international solution.... We think ultimately that's where the solution needs to reside."

He thanked American operators and crews for the way they have stood behind the requirements put forward through a Coast Guard directive covering "best practices" for combating piracy "well ahead of the rest of the world." He added that while the notion of embarked armed security teams was not popular internationally, most of the U.S. operators whose vessels sail in dangerous waters elected that option "and it has proven to be successful. There has not been a ship hijacked that has an armed team on board and I think that's what it's going to take to maintain safety and security out there."

Cook told the audience that he had read a release from the International Chamber of Shipping indicating that their position on embarked armed security teams had changed and they have become more open to the idea.

Addressing the issue of mariner credentialing, the admiral said the Coast Guard is taking a critical look at the process. "We know we have issues that we need to improve on right here today," he said. "We had meetings with the maritime (union) presidents and the medical review process is the emerging issue with a number of folks who need to get their licenses to the National Maritime Center. I just want you to know that we heard you and we've set up a dedicated desk within the call center that is always manned by a medical professional to facilitate more timely resolutions of issues."

He also pointed out that in the last 18 months, the average processing time for issuing licenses has dropped from around 120 days to 60 days. He indicated that for the first time, the credentialing function is fully staffed and despite missing the Coast Guard's target of 30 days turnaround time, he thought that they were still doing very well.

Lantz heads the U.S. delegation to two International Maritime Organization committees and several subcommittees. He has the MTD's backing for the position of secretary-general of the IMO; the election is scheduled to take place later this year.

Lantz brought the audience up to speed on the progress being made on the ratification of several significant International Labor Organization (ILO) standards affecting the maritime industry including the Seafarers' Identity Document Convention (ILO Convention 185), the Maritime Labor Convention (MLC), the STCW Convention and medical requirements.

After briefing them on the process employed by the U.S. government when considering ILO conventions, Lantz said the secretary of labor in May 210 convened a meeting of the President's Committee to consider the ratification of ILO Convention 185, which has the support of the MTD.

"The Department of Labor is leading this effort," Lantz said, "but I call tell you that the Coast Guard continues to support the ratification of ILO Convention 185. I think that we all know that the issue with this convention is the issue with visas. It is a sticking point with CBP and the Department of State."

Lantz said the Government Accountability Office (GAO) in 2010 completed its study on Convention 185, and that the Department of Homeland Security (DHS) and the Department of Justice (DOJ) are next in line to examine it to ascertain what risks may be presented if it is ratified.

That work has yet to be undertaken, he said, but the Coast Guard has passed a rulemaking that establishes a merchant mariner credential which is consistent with the convention at hand. "And this is what we will be issuing to all U.S. mariners so that in the event that we should ever ratify this convention, the mariners (already) will have the documentation."

With respect to the MLC, Lantz said the President's Committee looked at this rule at the same time it examined Convention 185. "They decided that they needed to move forward on it," he said.

"The Coast Guard is taking the lead on this," he continued. "We believe that this convention is very positive and ... we will support its ratification. We have been working with the Maritime Administration on this and in August 2010 held a public meeting to provide the industry with a background of this convention."

Turning his attention to STCW Convention 2010, Lantz told those in attendance that he was keenly aware of how significant these standards are to mariners and that quite frankly, it contained a number of shortcomings.

"I'm sure that everyone knows that we have published a notice of proposed rulemaking to implement the 1995 amendments to the STCW Convention and IMO," he said. "We also know that notice was not very well-received and rightfully so.... There were a number of things that weren't right."

Lantz pointed out that the Coast Guard in March came out with a notice saying that his agency was going

See *Healthy*, Page 20

Politics, Cooperation Remain Vital to Maritime

Political action and cooperation in the months and years ahead will remain vital both to the domestic and international fleets, according to several guest speakers who addressed the AFL-CIO Maritime Trades Department (MTD) executive board Feb. 24.

U.S. Maritime Administrator David Matsuda, World Shipping Council President Chris Koch and American Maritime Partnership (AMP) Counsel Mark Ruge separately discussed some of the key issues facing maritime, including preservation of the Jones Act, efficiently complying with new environmental regulations, fighting back against piracy and promoting greater use of the nation's waterways. Educating members of Congress about the industry is central to many if not all of those efforts, they said.

Matsuda is in charge of the Department of Transportation (DOT) agency whose mission is helping promote and maintain a viable U.S. Merchant Marine. The first speaker at the two-day board meeting, he thanked the MTD for "championing the industry."

He also said both the DOT and Maritime Administration are regularly seeking input from all segments of the industry, definitely including maritime labor.

"This department, from the secretary on down, believes that the best public policy comes when we have the most seats at the table," he stated. "That's why we're rolling



Chris Koch
President
World Shipping Council



David Matsuda
Administrator
U.S. Maritime Administration



Mark Ruge
Counsel
American Maritime Partnership

up our sleeves and listening to you in (an ongoing series of) face-to-face meetings."

Matsuda reiterated President Obama's support for the industry. He said the administration recognizes in particular the value of U.S. seafarers.

"We know that educated and trained merchant mariners are a fundamental resource for seagoing and shore-side occupations and are indispensable to our national defense," he declared.

Additionally, Matsuda touched on current efforts to combat piracy, the need to replace aging U.S.-flag tonnage, and recent progress in the long-awaited marine highway program.

"For too long, America has overlooked the economic and environmental benefits of moving domestic goods on the water, but the marine highway program will change that," he concluded.

Koch presides over an international

group whose companies operate approximately 90 percent of the world's liner ship capacity. He said that in addition to the aforementioned challenges, the rocky economy has taken a toll.

Koch described 2009 as "the worst year ever for container shipping. It was a near-death experience for many of the carriers. The bottom dropped out."

See *Speakers*, Page 20

Speakers See Maritime Job Opportunities in Something Old, New

The respective presidents of a wind-farm company and a shipbuilders association stressed abundant job opportunities that exist in both industries when they spoke to the AFL-CIO Maritime Trades Department executive board Feb. 25.

Cape Wind Associates President Jim Gordon and Shipbuilders Council of America President Matt Paxton represent mostly divergent industries, but when it comes to the potential for sustaining and adding maritime jobs, those industries may have much in common.

Gordon's company is building the nation's first offshore wind farm, on Horseshoe Shoal in Nantucket Sound – an MTD- and SIU-backed project that has been 10 years in the making.

"It's going to create jobs," he stated. "The Energy Department estimates the construction alone will create 40,000 jobs. This does not include the supply chain that, once this market explodes ... we will supply our nation's energy from the natural winds blowing off our coasts. This will improve



Jim Gordon
President
Cape Wind Associates

our quality of life, it will create economic prosperity and it will create better national security."

He declared, "This project is going to be constructed with union labor.... There's going to be a lot of jobs that are going to come out of this industry."

Gordon also pointed out that projects like Cape Wind could mean new work for American shipyards that build special-purpose vessels to install the gear and for mariners who sail the ships that service the farms.

Offering background on the venture, Gordon shook his head as he recalled, "We thought that when we announced this project, we would be paraded down Main Street in Hyannis as heroes." Reality proved different, in part because the proposed location is surrounded by affluent opposition.

"This is a project that would offset almost one million tons of greenhouse gasses annually," he explained. "We were proposing a project ... with zero pollutant emissions, zero water consumption and zero waste discharge."

The project's opponents included an opposition group described by Gordon as consisting of "wealthy waterfront trophy homeowners and some entrenched business interests." Among the former were some of the same individuals who financed the campaigns of anti-worker governors now attacking collective bargaining rights in various states.

Wind-farm proponents turned to organized labor "and said this is what we're trying to do. This is what this project means to the nation," Gordon said. "This is the resource we have off of both our coasts. We have over 900,000 megawatts of offshore wind blowing off our coasts. To put that in perspective, the installed generation capacity in the United States today is about 980,000 megawatts. So we could produce within five to 50 nautical miles of our coast, almost 100 percent of the electricity this nation needs, with zero pollution emissions, zero water consumption, zero waste discharge – and using American talent,

American skills, American labor."

Gordon estimates it will take two years to build the first U.S. offshore wind farm. The Cape Wind project already has the required permits and is "in the financing stage."

He concluded, "We need a lot of energy. We need oil, we need coal, but we also need to diversify, and bringing renewable energy makes a lot of sense. It makes a lot of sense for your unions in particular because you are the people that are going to build the nation's offshore wind infrastructure.... Once the nation sees the first offshore wind project operating, and that it's producing all these benefits, the market will explode, just like it has in the United Kingdom."

Paxton's group consists of 44 companies that own and operate more than 100 American shipyards. (It also represents dozens of affiliate firms that provide goods and services to the shipyard industry.)

He began by telling the board, "I think there's a misconception out there that there are no shipyards left. There's a vibrant U.S. commercial shipyard industry.... We are on every coast of the United States, Alaska and Hawaii."

However, things have gone downhill. In the early 1980s the commercial yards had nearly 200,000 "direct" employees. "Today we represent less than one percent of the world's shipbuilding output, and our employment is down to 85,000," Paxton said. "Those jobs have a multiplier effect of roughly four related shore-side jobs for each shipyard job."

Nevertheless, "We think we still have some opportunities," he continued.

For instance, he sees the U.S. Transportation Department's marine highways program as having great potential.

"We support it and we build for it," Paxton said. "What we think can happen is, we can have a short-sea component to our domestic commerce that can be very Navy-useful. At a moment's notice, these dual-use roll-on/roll-off vessels can be called into action."

When it comes to renewable energy,

"U.S. shipyards can build every asset needed for this industry.... What we mustn't do at the outset of a new, emerging market is say, 'Well guys, just give an exemption for the vessels. Because the next thing they'll say is give us an exemption for the taxes and the labor and everything else. And pretty soon we'll have [foreign]-built ships putting in these installations with foreign crews."

Paxton also urged the board not to overlook the servicing needs of the offshore wind equipment, much of which has to be visited at least monthly. "There's an estimate out there that if we fully realize our East Coast wind capability, that would be 60,000 wind turbines off the coast. That means 60,000 moves would have to take place to maintain these things monthly," he observed. "That's a lot of work – that's seafarers, that's skilled craftsmen, that's a big deal for us. We mustn't lose this market. We can do this and we should be excited about this. I think this has big, big potential for my industry and for yours, too."



Matt Paxton
President
Shipbuilders Council of America



SUPPORTING NURSES IN D.C. – Seafarers demonstrated their support for registered nurses at Washington Hospital Center during a one-day walkout March 4. The 1,650 nurses, members of National Nurses United, say negotiations have failed to resolve their primary concerns regarding patient safety and nursing standards. They also object to attempts to cut nurses' pay and benefits. AFL-CIO President Rich Trumka (center in photo directly above), flanked by Unlicensed Apprentices Mike Adorno, left, and Monasser Mohamed Ali, was among those who addressed the rally.

At Sea And Ashore With The SIU



MEMBERS MEET IN NORFOLK – Taking the union oath and receiving their respective membership books at the hall in Norfolk, Va., are (from left) Ernest Britt, Tysha Boyd and Alvin Rhodes. Thanks to Port Agent Georg Kenny for the photo.



WELCOME ASHORE IN JACKSONVILLE – Patrolman Brian Guiry (right) congratulates SIU Captain Michael Bradshaw on his career with Crowley, which dates to the mid-1970s. Brother Bradshaw recently retired.



CHIEF COOK EARNS 'A' BOOK – Patrolman Nick Marrone II (left) presents an A-seniority membership book to Chief Steward Gerald Archie earlier this year at the union hall in Oakland, Calif. Brother Archie's recent ships include the *APL Singapore* and the *USNS MAJ Stephen W. Pless*.



ABOARD THE PRESIDENT JACKSON – New York Patrolman Mark von Siegel submitted these photos of the galley gang aboard the *President Jackson* when the vessel paid off in Staten Island, N.Y. Pictured from left to right in the group photo are Chief Cook Alonzo Belcher, ACU Atik Almontaser and Recertified Steward Muhammad Sani.



WITH WEST COAST CROWLEY BOATMEN – Wilmington Port Agent Jeff Turkus and Safety Director Abdul Al-Omari recently met with Crowley boatmen in San Diego. Pictured near the *Spartan* in the photo at the immediate right (from left to right) are Engineer Ernie Salgado, AB Elliott DelAguila, Engineer Peter DeMaria, Turkus, Captain Ed Brooks and Captain Jim Tank. Standing left to right in the other photo, in front of the *Saturn*, are Brooks and Al-Omari.



Lawmakers Back Maritime, Labor

Continued from Page 10

The congressmen reminded his audience that middle class Americans have fought hard for what they have and that if it was not for the trade union movement, we would still have 12-hour work days, unsafe working conditions, child labor, no health care, no Social Security or the ability to get an education.

"But there are people out there who don't believe that we deserve this," he continued. "If you believe that there is not a conspiracy, please read your newspapers and see what is happening around the country. I am so pleased to know that the AFL-CIO recognizes that the advancements that we have made are under a threat."

Commenting on the country's economic health, Rangel said that there is no question we have a fiscal crisis. "We owe over \$14 trillion," he pointed out. "A lot of that we owe to ourselves because we borrow from ourselves. We also owe money to China and other countries."

But each time you pick up the newspaper, he said, pundits and some politicians are saying that we cannot close the budget gap unless we first attack the public workers. "So you have the workers that they are going after, and then they are going after health care and saying you have to make a bigger contribution, and then they are going after pensions," the congressman said. "This is not only immoral but heartless. This is not what our country was built on. This is not what people have fought for and let me tell you ... this is not going to happen."

Rangel said that everybody knows what sacrifice means and further that it is not a word that people run away from. "If we have to make sacrifices, let us put everything on the table," he said.

Rangel then told the board that less than one percent of the American public owns 40 percent of America's wealth and less than 50 percent of all Americans own three percent of that wealth. "Do we deny that the rich become more rich? Do we recognize that during the last couple of decades we have created more billionaires than in the whole history of America? Do we not say that if you work hard, make the right decisions or just inherit it that we want to take it away from you?" he asked. The answer is no, he continued, "but during a time of sacrifice, you (the rich and wealthy) better be at that table with us. And if we have to put everything we've worked for on the table, they better put what they've fought for on the table, too."

In closing, Rangel directed his remarks to MTD President Michael Sacco. "Mike," he said, "You don't have to call on us in Congress, we all know who you are. If indeed there's a fight in Wisconsin, in Indiana and Ohio, we will be there and we will let them know that we got to where we are the hard way. We never thought for one minute that this was the end of the improvement for the quality of life for ourselves and for our children."

In his parting remark to all present, Rangel said, "More important than anything else, don't forget the contribution that you have made for this country. Don't ever forget that it was not management that was talking about health care, education and pensions. It was you that made these dreams come true. Don't let us wake up and find that we have a nightmare."

Personal

Angie Lindle and/or Crystal Lindle, please contact **Robert Lindle** at (810) 956-5586.

May & June Membership Meetings

Piney Point.....	Monday: May 2, June 6
Algonac.....	Friday: May 6, June 10
Baltimore.....	Thursday: May 5, June 9
Guam.....	Thursday: May 19, June 23
Honolulu.....	Friday: May 13, June 17
Houston.....	Monday: May 9, June 13
Jacksonville.....	Thursday: May 5, June 9
Joliet.....	Thursday: May 12, June 16
Mobile.....	Wednesday: May 11, June 15
New Orleans.....	Tuesday: May 10, June 14
New York.....	Tuesday: May 3, June 7
Norfolk.....	Thursday: May 5, June 9
Oakland.....	Thursday: May 12, June 16
Philadelphia.....	Wednesday: May 4, June 8
Port Everglades.....	Thursday: May 12, June 16
San Juan.....	Thursday: May 5, June 9
St. Louis.....	Friday: May 13, June 17
Tacoma.....	Friday: May 20, June 24
Wilmington.....	Monday: May 16, June 20

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

Dispatchers' Report for Deep Sea

February 16 - March 15, 2011

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	19	6	4	20	6	3	0	23	18	3
Anchorage	1	1	0	2	0	0	1	2	3	0
Baltimore	6	9	1	2	7	0	2	9	12	4
Fort Lauderdale	9	9	2	8	12	1	8	31	23	2
Guam	4	8	0	1	2	0	0	5	9	0
Honolulu	6	5	1	5	2	0	1	17	12	1
Houston	39	18	2	43	5	0	11	88	41	3
Jacksonville	39	29	3	28	18	2	18	56	39	5
Joliet	7	5	0	9	5	0	1	6	6	2
Mobile	14	7	1	10	4	0	2	14	15	2
New Orleans	14	13	1	12	8	0	4	24	8	3
New York	30	13	1	31	10	2	13	62	30	2
Norfolk	16	28	5	12	18	2	3	31	42	8
Oakland	37	14	2	17	9	0	11	53	15	4
Philadelphia	8	6	0	5	2	0	2	11	14	2
Piney Point	1	1	2	0	3	2	0	2	0	1
Puerto Rico	12	8	2	13	6	1	4	7	12	3
Seattle	41	20	3	32	19	2	18	63	35	5
St. Louis	1	4	0	2	1	0	1	2	5	0
Wilmington	23	17	3	15	10	2	8	65	42	8
TOTALS	327	221	33	267	147	17	108	571	381	58

Engine Department										
Algonac	2	4	2	5	4	2	0	7	10	1
Anchorage	1	1	0	0	1	0	0	1	1	1
Baltimore	5	5	0	1	3	0	0	8	8	0
Fort Lauderdale	6	3	0	9	6	0	4	15	7	0
Guam	4	2	0	1	0	0	0	4	2	0
Honolulu	4	2	0	8	2	0	4	14	4	1
Houston	15	11	0	9	8	1	2	33	19	0
Jacksonville	13	20	0	15	9	0	9	31	26	1
Joliet	7	3	1	6	6	0	0	2	2	1
Mobile	6	3	0	5	1	0	1	16	4	0
New Orleans	6	4	0	8	1	1	2	13	6	0
New York	13	18	3	12	6	1	5	22	22	6
Norfolk	6	15	1	7	9	0	4	11	33	2
Oakland	8	9	1	9	6	1	1	14	15	1
Philadelphia	3	2	0	3	3	0	1	3	3	0
Piney Point	1	2	1	1	1	0	0	1	4	1
Puerto Rico	2	9	0	2	2	0	3	5	12	0
Seattle	16	9	0	19	8	0	12	20	21	0
St. Louis	2	3	0	0	3	0	0	2	2	0
Wilmington	13	10	0	4	7	0	4	20	37	1
TOTALS	133	135	9	124	86	6	52	242	238	16

Steward Department										
Algonac	1	2	0	2	1	1	0	6	10	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	0	0	3	1	0	1	5	1	0
Fort Lauderdale	11	3	0	10	3	0	3	13	8	1
Guam	2	1	0	3	0	1	1	1	2	1
Honolulu	6	4	1	4	1	1	3	18	5	0
Houston	19	5	0	18	3	0	7	31	9	0
Jacksonville	11	4	1	12	1	1	2	21	9	0
Joliet	1	2	0	2	3	0	0	1	4	0
Mobile	9	1	0	2	0	0	0	12	4	0
New Orleans	6	1	0	4	1	0	2	7	3	0
New York	25	3	0	16	3	0	10	40	7	0
Norfolk	13	11	1	13	5	2	8	21	23	1
Oakland	19	6	3	19	2	1	7	30	9	2
Philadelphia	2	1	0	3	0	0	1	5	1	0
Piney Point	2	1	0	2	0	0	0	4	2	0
Puerto Rico	3	0	0	4	0	0	1	4	1	0
Seattle	8	5	0	7	4	0	3	24	9	0
St. Louis	1	2	0	0	1	0	0	1	2	0
Wilmington	28	3	0	15	2	0	6	45	9	1
TOTALS	170	55	6	139	31	7	55	289	118	6

Entry Department										
Algonac	1	14	5	1	11	0	0	3	16	28
Anchorage	0	1	0	0	1	0	0	0	2	1
Baltimore	0	4	4	0	3	4	1	0	5	4
Fort Lauderdale	0	7	4	0	1	1	0	0	14	12
Guam	0	2	0	0	0	0	0	0	5	2
Honolulu	3	1	7	2	4	3	0	4	7	7
Houston	4	15	2	1	8	1	0	14	26	7
Jacksonville	1	17	8	0	9	6	1	2	43	19
Joliet	0	11	0	1	9	0	0	0	2	1
Mobile	0	5	2	1	1	0	0	1	10	6
New Orleans	1	2	2	1	3	2	0	1	5	4
New York	4	27	6	3	17	0	1	11	80	12
Norfolk	0	19	13	0	5	5	2	0	40	48
Oakland	0	7	8	3	8	0	1	6	20	14
Philadelphia	0	2	1	0	1	1	0	0	3	6
Piney Point	0	4	19	0	0	16	0	0	6	10
Puerto Rico	3	0	0	0	0	0	0	3	1	0
Seattle	3	12	3	3	9	3	4	7	20	8
St. Louis	0	0	0	0	0	0	0	0	4	0
Wilmington	5	8	5	4	7	3	2	7	45	38
TOTALS	25	158	89	20	97	45	12	59	354	227

GRAND TOTAL: 655 569 137 550 361 75 227 1,161 1,091 307

Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

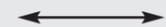
Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgoy, *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 Baltimore.

How important are social media sites like Facebook and Twitter to your life as a mariner?

Archie Eldridge
QMED

Facebook is a good thing. You can get in contact with people you haven't heard from or seen in a long time.



It's also good for keeping in contact with friends you do see all the time. My classmate from Alabama didn't

know where I was and he didn't know where to find me. He Googled me and found a cousin of mine, and through Facebook, found a way to contact me. Finding people that you otherwise wouldn't be in contact with is why Facebook is important to me.

Louis Gracia
Wiper

Social networking, email, and all that? I'm getting into

it. It's becoming more important to me. For example, I had an uncle pass away and having access

to an online obituary allowed me to sign an online guestbook for my uncle. I obviously couldn't

attend the funeral, because I'm on the ship, but being able to sign that book meant a lot to me and my family. Using the internet is a good way to keep up with union stuff, too. I go on the LOG website often to keep up with union stuff, as well as the (rest of the) Seafarers site.

Gregory White
AB-Maintenance

For me, being on a ROS ship, a lot of our communication is controlled by the government while we're out at sea. With these social networking sites, we can't real-



ly use those when we're out on deployment. If you're on a military activated ship, you can't use it for security reasons. I'm not really hot on computers right now, but I do use it for emails and keeping in contact. But as far as going on a site and looking up union information, I do it because I can go print off documents I need for my work. Those types of sites are more useful to me right now. Mainly what I do online is ordering something, not so much communicating with people.

Robert Brown
Chief Steward

I'm not a Facebook person. I do think that it's some of the best stuff people have come up with for merchant seaman's purposes, though.



Getting in touch with people is important because we know people all over the country, on different ships, and it sounds

like it would be great to be able to keep up with all those people, but I'm not really into Facebook.

Tom Moore
Bosun

Well, Facebook is really not important at all to me. Email is really important to stay in touch with family, but Facebook is not all that important.

Honestly, I've never really been on it. People that I really need to talk to know how to contact me. Through cell phone, especially with the technology today, you can talk on a cell phone pretty much anywhere in the world. To me, letters that you send off and mail home and waiting for another one to get to you works. I get all my information about the union from the LOG and also from the union hall. I can see how it has the potential to be a useful tool, though.



Pic-From-The-Past



In this file photo from September 1946, Seafarers converge in the chow line at the old headquarters building on Beaver Street in New York. The picture was taken during the general strike.

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

ANDRES CABALLERO

Brother Andres Caballero, 65, became a Seafarer in 1990 while in the port of Houston. His first ship was the *Independence*; his last, the *Overseas Luxmar*. Brother Caballero was born in Honduras and worked in the steward department. He lives in Houston.



SANTIAGO CRUZ

Brother Santiago Cruz, 63, started his SIU career in 2001 during the SIU/NMU merger. The engine department member originally sailed on the *Chilbar*. In 2001, Brother Cruz took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. His most recent trip to sea was aboard the *Alliance Norfolk*. Brother Cruz calls Philadelphia home.

JOSEPH FABBIANO

Brother Joseph Fabbiano, 65, joined the union in 1967. He initially sailed aboard the *Longview Victory*. Brother Fabbiano shipped in the engine department. He upgraded in 1967 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. (the year the school opened). Brother Fabbiano's final ship was the *Little Hales*. He resides in West Covina, Calif.

MILTON FLYNN

Brother Milton Flynn, 65, began sailing with the SIU in 2000 while in Fort Lauderdale, Fla. He sailed in the deck department. Brother Flynn's earliest trip was on the *USNS Dahl*. He attended classes on numerous occasions at the Piney Point school. Brother Flynn most recently shipped aboard the *Lt. Col. Calvin P. Titus*. He is a resident of Pompano Beach, Fla.



CHARLES JOHNSON

Brother Charles Johnson, 67, signed on with the Seafarers in 1990. He originally worked in the inland division aboard a Crowley of Puerto Rico vessel. Brother Johnson's final voyage was on the *Ascension*. The deck department member makes his home in Hudson, Fla.

JOHN JOHNSON SR.

Brother John Johnson Sr., 65,

donned the SIU colors in 2001 while in Piney Point. His earliest trip was on the *USNS Red Cloud*. Brother Johnson upgraded on two occasions at the Paul Hall Center. His most recent trip was aboard the *Lt. John U D Page*. Brother Johnson, who sailed in the deck department, lives in Corpus Christi, Texas.

MICHAEL KIRBY

Brother Michael Kirby, 60, was born in Philadelphia. He started shipping with the union in 1970.



Brother Kirby's first voyage was on the *Noonday*. He last sailed on the *Horizon Hawk*. Brother Kirby, who sailed in the engine department, enhanced his seafaring abilities frequently at the Piney Point school. He settled in Audubon, N.J.

RICHARD KUCHARSKI

Brother Richard Kucharski, 69, joined the SIU ranks in 1985. He was initially employed aboard the *USNS Contender*. Brother Kucharski was a steward department member. He most recently worked on the *USNS Impeccable*. Brother Kucharski upgraded in 2001 at the maritime training center in Piney Point, Md. He now calls Kingston, Wash., home.

MARJORIE MACK

Sister Marjorie Mack, 65, began sailing with the Seafarers in 1991. Her first trip to sea was aboard the *Arabian Sea*. Her most recent ship was the *President Polk*. Sister Mack worked in the steward department. She attended classes on two occasions at the Paul Hall Center. Sister Mack resides in Norfolk, Va.

ARMANDO MEDINA

Brother Armando Medina, 65, became an SIU member in 1988. His earliest trip was aboard the *Star of Texas*. Brother Medina's final voyage was on the *Liberty Grace*. He was a member of the deck department. Brother Medina is a resident of New Orleans.

LUIS ROEBUCK

Brother Luis Roebuck, 65, started his SIU career in 1999 while in Puerto Rico. Brother Roebuck worked in the engine department. His first ship was the *Green Mountain State*; his last was the *Horizon Producer*. Brother Roebuck visited the Piney Point



school in 2001 and 2004 to enhance his seafaring abilities. He makes his home in Puerto Rico.

STEPHANIE SIZEMORE

Sister Stephanie Sizemore, 60, joined the Seafarers in 1989. She was born in Sacramento, Calif. Sister Sizemore initially worked on the *Independence*. The steward department member's final trip was aboard the *Champion*. Sister Sizemore calls Roseville, Calif., home.

INLAND

MICHAEL BRADSHAW

Brother Michael Bradshaw, 56, signed on with the union in 1976. He primarily sailed with Crowley on tugs such as the *Apache* and *Explorer*. Brother Bradshaw visited the Piney Point school often to upgrade his skills. He was born in



Tennessee and worked in the deck department. Brother Bradshaw lives in Florida.

WILLIAM LEHEW

Brother William Lehw, 55, was

born in Washington, D.C. He joined the SIU in 1977 while in the port of Baltimore. Brother Lehw originally worked on vessels operated by National Maritime Service Inc. He most recently worked with OSG Ship Management. Brother Lehw, who sailed in the deck department, settled in Riverdale, Md.

WAYNE MOORE

Brother Wayne Moore, 64, became an SIU member 1973. Brother Moore initially shipped aboard Taylor Marine Towing Company vessels. His last trip was with Moran Towing of Philadelphia. Brother Moore is a resident of Newton Square, Pa.

MIGUEL NEGRON

Brother Miguel Negron, 62, began sailing with the union in 1976. He was mainly employed with Crowley Puerto Rico. Brother Negron worked in the deck department. He upgraded his skills in 1980 at the Paul Hall Center. Brother Negron lives in San Juan, P.R.



GREAT LAKES

JOEL LEHEL

Brother Joel Lechel, 51, started shipping with the SIU in 1979. His earliest trip was on the *Indiana Harbor*. Brother Lechel attended classes on numerous occasions at the Piney Point school. He worked in the deck department. Brother Lechel's final vessel was the *Walter J. McCarthy*. He resides in Alpena, Mich.

DON MILLS

Brother Don Mills, 62, joined the union in 1979 while in the port of Algonac, Mich. He sailed primarily aboard vessels operated by Luedtke Engineering Company. Brother Mills was born in Ohio and shipped as a member of the deck department. He makes his home in Frankfort, Mich.



This Month In SIU History

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

1953

With just three days to go to strike deadline, the Cities Service Oil Company yielded completely to all SIU demands and signed the standard SIU tanker agreement, retroactive to January 1, 1953. The contract was signed on Friday, April 17, a few hours after the *Seafarers LOG* came out with news about the SIU's full strike preparations and pledges of support received from shore-side Cities Service unions such as the Lake Charles Metal Trades Council, AFL, representing Cities Service employees at the Lake Charles refinery and the Louisiana State Federation of Labor. The refusal of the membership and the union negotiating committee to accept anything less than a full settlement paid off after several weeks of negotiations at which the company unsuccessfully argued for special treatment.

1957

The Seafarers Welfare Plan medical center, first seaman's health center in maritime, was officially opened in Brooklyn on April 16. The next morning the center was functioning, giving complete physical examinations to Seafarers and recommending treatment where necessary by private physicians or the Public Health Service. Dedication of the center, the Peter Larsen Memorial Clinic, drew an audience of

more than 500 guests from the industry, various government agencies including the U.S. Public Health Service and the Coast Guard, the medical profession, and the trade union movement, plus Seafarers themselves.

1986

Trade unionists in seven cities demonstrated against the apartheid system in South Africa and against Shell Oil for its treatment of black workers there. Members of the AFL-CIO's Executive Council including SIU President Frank Drozak spoke at the rallies, which were also attended by black trade unionists from South Africa. During the speeches in Washington, D.C., speakers were framed by two SIU trainees from the Harry Lundeberg School who held a sign aloft that read "Labor Against Apartheid." Upgraders, trainees and recertified bosuns from the SHLSS attended the rally, as did their family members and workers from SIU headquarters in Camp Springs, Md.

2000

With the opening of a new SIU hall in Guam, Seafarers now have an additional location where they can register, file for benefits, acquire upgrading forms and beneficiary cards and take care of other related business with the union. Additionally, the Seafarers Welfare Plan has contracted with a local clinic in Guan, so members may utilize that facility to meet their medical requirements for shipping.

Final Departures



DEEP SEA

EDWARD ALLEN

Pensioner Edward Allen, 78, died Dec. 12. Brother Allen joined the Seafarers in 1962. His initial voyage was aboard a Penn Marine Company vessel. Brother Allen, who sailed in the deck department, was a Memphis, Tenn., native. His final trip was on the *USNS Bellatrix*. Brother Allen retired in 1988 and called Slidell, La., home.

HERNEGILDO BATIZ

Brother HERNEGILDO Batiz, 50, passed away Nov. 11. He signed on with the union in 1987 while in the port of Houston. Brother Batiz's earliest trip was aboard the *Ultrasea*. He was born in Honduras and worked in the steward department. Brother Batiz was most recently employed on the *Sulphur Enterprise*. He lived in Houston.

WERNER BECHER

Pensioner Werner Becher, 75, died Dec. 11. Brother Becher was born in Germany. He joined the SIU in 1966, originally working in the deck department aboard a vessel operated by Connecticut Transport Inc. Brother Becher last sailed on the *Horizon Navigator*. He went on pension in 2005 and lived in Waveland, Miss.



JAMES BOVAY

Pensioner James Bovay, 75, passed away Nov. 23. Brother Bovay began sailing with the union in 1963. He was initially employed with United States Shipping Company. Brother Bovay, who sailed in the deck department, was born in New York. He most recently sailed aboard the *Challenger*. Brother Bovay started receiving his pension in 2002 and settled in Houston.



VERNON BRYANT

Pensioner Vernon Bryant, 98, died Dec. 12. Brother Bryant started his seafaring career in 1951. His first vessel was the *Ocean Transport*. The Florida-born mariner worked in the deck



department. Brother Bryant's final trip was on the *Mohawk*. He went on pension in 1977 and made his

home in Tampa, Fla.

STEPHEN CZAPLE

Brother Stephen Czaple, 62, passed away Nov. 22. He joined the union 1998 in the port of San Francisco. Brother Czaple initially worked aboard the *Maersk Constellation*. The deck department member's last trip was on the *Horizon Tiger*. Brother Czaple was born in San Francisco but called San Leandro, Calif., home.

SEVERINO GARCIA

Pensioner Severino Garcia, 84, died Dec. 20. Brother Garcia became a Seafarer in 1951. He originally worked aboard a Louisiana Sulphur Carrier vessel. Brother Garcia, a member of the engine department, was a native of Galveston, Texas. Prior to his retirement in 1973, he sailed with Michigan Tankers Inc. vessel. Brother Garcia resided in Houston.



MARTIN HAMMOND

Pensioner Martin Hammond, 82, passed away Dec. 23. Brother Hammond first donned the SIU colors in 1953. His first ship was the *Andrew Jackson*; his last, the *Overseas Juneau*. Brother Hammond was a member of the deck department. He was born in South Carolina. Brother Hammond began collecting his retirement compensation in 1983. He was a resident of Tabor City, N.C.



BOLAND HOFFMAN

Pensioner Boland Hoffman, 83, died Dec. 9. Brother Hoffman signed on with the Seafarers in 1945. The deck department member initially worked with Sprogue Steamship Company. Brother Hoffman was born in South Carolina. Before retiring

in 1989, he shipped on the *Challenger*. Brother Hoffman continued to live in his native state.



KENNETH LEE

Brother Kenneth Lee, 64, passed away Nov. 23. He was born in Hong Kong. Brother Lee started sailing with the Marine Cooks and Stewards in 1978 from the port of San Francisco. He was a member of the steward department. Brother Lee's first ship was the *Santa Mercedes*. His last voyage was aboard the *Thailand*. He was a resident of San Francisco.

WILBUR LEWIS

Brother Wilbur Lewis, 54, died Nov. 12. He began his seafaring career in 2000 while in the port of New Orleans. Brother Lewis originally sailed in the deck department of the *Global Sentinel*. His final voyage took place on the *Freedom*. Brother Garcia made his home in Gulfport, Miss.

ALLAN MELENDEZ

Brother Allan Melendez, 45, passed away Nov. 8. He became an SIU member in 1994 while in the port of Houston. Brother Melendez first shipped on the *Independence*. He worked in the steward department. Brother Melendez's last trip was aboard the *Sulphur Enterprise*. He lived in Houston.

DERRICK MOORE

Brother Derrick Moore, 29, died Nov. 13. He was an Alabama native and started sailing with the SIU in 2008. Brother Moore joined the union while attending classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. The deck department member initially worked on the *USNS Pathfinder*. Brother Moore's final voyage took place aboard the *USNS Stockham*. He called the Bronx, N.Y., home.

EDWARD RICKARD

Pensioner Edward Rickard, 80, passed away Nov. 16. Brother Rickard, a member of the deck department, began sailing with the SIU in 1960 while in Houston. His first trip



was on the *Pandora*. Before retiring in 1996, Brother Rickard sailed aboard the *Nedlloyd Holland*. He resided in Sweeny, Texas.

JOHN YOUNG

Pensioner John Young, 72, died Dec. 13. Brother Young was born in Cleveland. He first donned the SIU colors in 1988. Brother Young initially sailed on the *USNS Algol*. He was a member of the deck department. Brother Young's last voyage was aboard the *Sulphur Enterprise*. He went on pension in 2003 and settled in Junction, Texas.



INLAND

JOSEPH BRADY

Brother Joseph Brady, 50, passed away Nov. 15. He joined the union in 1991. Brother Brady shipped in the deck department. He worked with Higman Barge Lines for the duration of his seafaring career. Brother Brady lived in Madisonville, Texas.

LESTER HEBERT

Pensioner Lester Hebert, 73, died Nov. 3. Brother Hebert signed on with the SIU in 1968. He was primarily employed with HVIDE Marine aboard the *Sabine*. Brother Hebert retired in 1994 and made his home in Port Arthur, Texas.

EDWARD PACE

Pensioner Edward Pace, 59, passed away Dec. 9. Brother Pace became an SIU member in 1969. He was a Florida native. Brother Pace originally sailed with Southern Carriers Corporation. His final trip was aboard a Penn Maritime Inc. vessel. Brother Pace called Portsmouth, Va., home.



CARL VETRA

Pensioner Carl Vetra, 79, died Nov. 14. Brother Vetra began sailing with the union in 1964 while in Norfolk, Va. He mainly worked aboard Sheridan Transportation Company vessels as a member of the deck department. Brother Vetra was a

Virginia native but settled in Thonotosassa, Fla. He became a pensioner in 1996.



NATIONAL MARITIME UNION

VITENTE AVILA

Pensioner Vitente Avila, 91, passed away Nov. 7. Brother Avila was born in Honduras. He retired in 1969 and lived in Humble, Texas.

LEROY HICKMAN SR.

Pensioner Leroy Hickman, Sr., 82, died Nov. 13. Brother Hickman, a native of Crowley, La., became a pensioner in 1987. He called Port Arthur, Texas, home.

ADAM IZAGUIRRE

Pensioner Adam Izaguirre, 89, passed away Nov. 16. Brother Izaguirre was born in Honduras. He went on pension in 1985. Brother Izaguirre settled in Bayside, N.Y.

MCADOO PARMAR

Pensioner McAdoo Parmar, 91, died Nov. 29. The Alabama-born mariner became a pensioner in 1968. Brother Parmar was a resident of Fairhope, Ala.

RAUL SOCIA

Pensioner Raul Socia, 88, passed away Nov. 10. Brother Socia was a native of Puerto Rico. He started collecting his retirement compensation in 1986. Brother Socia made his home in New York.

Name	Age	DOD
Buchanan, William	91	Nov. 27
Cerko, Carlos	89	Dec. 1
Garcia, Benigno	85	Nov. 20
Gonzalez, Cristobal	88	Nov. 7
Gonzalez, Ramon	68	Nov. 23
Lambert, Edward	82	Nov. 7
Lance, Eugene	82	Nov. 19
Nixon, Melvin	84	Dec. 1
Pappas, John	84	Nov. 6
Rosa, Manuel	93	Nov. 9
Santos, Federico	81	Nov. 10
Schumansky, John	89	Nov. 1
Shirch, Mohammed	67	Nov. 5



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.

CHARGER (Maersk Line, Limited), January 16 – Chairman **Robert Pagan Jr.**, Secretary **George F. Farala**, Educational Director **Andrew J. Linares**, Deck Delegate **Julius J. Dagoldol**, Engine Delegate **Salvador Baclayon**, Steward Delegate **John Bennett**. Chairman reported a smooth voyage with a great crew and went over ship's itinerary. Secretary expressed gratitude for fellow crew members and good leadership. Educational director encouraged mariners to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Treasurer stated \$1,200 in ship's fund. No beefs or disputed OT reported. It was suggested that there be a 30-minute per-person limit on computer. Next port: Oakland, Calif.

ENTERPRISE (Horizon Lines), January 28 – Chairman **George B. Khan**, Secretary **Keesha D. Smith**, Educational Director **Erik W. Nappier**, Deck Delegate **Charles E. Turner**. Bosun reported that safety award points to be donated to the charity "Give Kids the World." He discussed company's financial situation and responsive actions of both unlicensed and licensed unions. Educational director advised all mariners to attend classes at the SIU-affiliated training center in Piney Point, Md. No beefs or disputed OT reported. Suggestions were made regarding vacation benefits and communicating with officials.

FALCON (Horizon Lines), January 4 – Chairman **Rudy A. Santos**, Secretary **Rodulfo O. Pardilla**, Educational Director **Anwar N. Muthala**, Engine Delegate **Jeffrey Murray**. Chairman reminded members to leave rooms clean and supplied with fresh linen for arriving crew. He thanked steward department for excellent food. Educational director reiterated the need to renew documents in a timely manner and advised all mariners to attend classes at the SIU-affiliated training center in Piney Point, Md. He also urged members to contribute to SPAD (Seafarers Political Activity Donation). No beefs or disputed OT reported. Request was made for a new DVD player in crew lounge. A vote of thanks was given to the steward department. It was reported that company would provide Chinese visa.

GLOBAL SENTINEL (Transoceanic Cable Ship Company), January 24 – Chairman **Lee Hardman**, Secretary **Vicki L. Haggerty**, Educational Director **Vladimir G. Tkachev**, Deck Delegate **Terrence X. Carmody**, Engine Delegate **Norman A. Arquillano**, Steward Delegate **Dennis D. Skretta**. Chairman asked everyone to help keep common areas clean. He noted that the engine department had installed a new washer in crew laundry room and reminded crew that flu shots were still available. Secretary thanked deck department for painting and waxing the decks, "they look great." Bingo night to take place February 9. Educational director advised everyone to upgrade at the union-affiliated school in Piney Point, Md., and make sure they stay up-to-date on all necessary seafaring documents. Treasurer reported \$4,000 in ship's fund. No beefs or disputed OT reported. Recommendations were

made to improve medical and dental coverage.

GREEN BAY (Waterman), January 2 – Chairman **Gerald M. Alford**, Secretary **John Bukowsky**, Educational Director **Fernando A. Ortega**, Deck Delegate **Robert T. Cole**, Engine Delegate **Steve Schaffer**, Steward Delegate **Betty Cooper**. Chairman thanked crew members for cooperation and safe working habits. He announced that Patrolman is expected to visit ship in Hawaii. Secretary expressed gratitude for fellow members help keeping ship clean. They were encouraged to take advantage of upgrading opportunities available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Captain maintains ship's fund that is used to purchase DVDs state-side. Mariners would like mini-refrigerators for rooms and a larger washing machine. Thanks given to the steward department for great holiday meals. Next port: Pearl Harbor, Hawaii.

HONOR (Crowley), January 23 – Chairman **Billy G. Hill Sr.**, Secretary **Gerald L. Hyman**, Deck Delegate **Oliver W. Dailey**, Engine Delegate **Matthew Bryant**, Steward Delegate **Nora Porter**. Chairman announced pay-off in Jacksonville, Fla., on January 29. He reported a safe voyage with no lost-time injuries. Job well done in all departments. Secretary thanked crew for keeping mess hall clean and separating paper, plastic and food waste. He urged members to keep credentials in good order and support SPAD. Treasure noted \$3,000 in ship's fund. No beefs or disputed OT reported. Final room inspection by captain was a success in all departments. Crew was reminded to supply fresh linen for arriving mariners. Next ports: Jacksonville, Fla., Beaumont, Texas and Galveston, Texas.

LIGHTNING (Maersk Line, Limited), January 8 – Chairman **Shawn T. Evans**, Secretary **Donald F. Dwyer**, Educational Director **Daniel F. Dean**, Deck Delegate **James Morgan**. Chairman thanked crew for good trip and reminded them to leave rooms clean for next mariners if they're signing off. Secretary encouraged fellow members to support Maritime Defense League (MDL) and reminded them to return DVDs in good order to movie locker. Educational director recommended upgrading at union-affiliated school in Piney Point, Md. He also reminded them to keep their documents updated and accurate. No beefs or disputed OT reported. New washer for crew laundry will be replaced in Oakland, Calif. New DVD player needed for lounge. Crew suggested renaming vacation benefits. Next ports: Oakland and Long Beach, Calif.

MAERSK CAROLINA (Maersk Line, Limited), January 2 – Chairman **Brian K. Fountain**, Secretary **Alexander Banky**, Educational Director **Kevin M. Cooper**, Deck Delegate **Ronald Mena**, Steward Delegate **Martin Krins**. Crew noted money available in ship's fund for TV equipment for lounge. Chairman reported another safe voyage with no lost-time injuries and no beefs. He announced payoff scheduled for

SIU Members Assist in Military Exercise



Seafarers aboard the AMSEA-operated *USNS Sgt. William R. Button* and *SS Curtiss* supported a military exercise known as Pacific Horizon 2011 from March 1-13. According to the U.S. Military Sealift Command, the yearly exercise involved approximately 2,500 Marines in addition to 64 civilian mariners. Pacific Horizon prepares U.S. forces to conduct at-sea transfers of equipment "from sealift platforms to ships and shore-side locations via surface craft," MSC reported. In photo above, an amphibious assault vehicle with 3rd Amphibious Assault Battalion drives onto a roll on/roll off discharge facility attached to the *Button* near Camp Pendleton, Calif. In the other photo, the *Button* floats three miles off the coast off Camp Pendleton's Red Beach. (Photos by Sgt. Jason Fudge)



Jan. 10 and reminded crew to keep garbage room locked while vessel is in port. He extended "special thanks to everyone for doing their jobs professionally and in a timely manner." Secretary urged members to read *Seafarers LOG* for important information and also recommended contributing to SPAD "because when you do, you help yourself as well as your union brothers." Educational director reminded crew to get their time in and take advantage of upgrading at Piney Point. Crew thanked steward department for all the great holiday meals. Crew made numerous recommendations about next contract and various benefits plans. They included detailed suggestions related to piracy and how current realities may be reflected in writing. Crew gave special thanks to Deck Delegate Mena for donating his time and efforts making Christmas gifts for fellow mariners: "Just another one of the many ways Ron looks out for his union brothers, making the holiday a little brighter at sea." Next ports: Newark, N.J., Charleston, S.C. and Norfolk, Va.

MAERSK MISSOURI (Maersk Line, Limited), January 30 – Chairman **Domingo Leon**, Secretary **Billy Gigante**, Educational Director **Roger L. Dillinger Jr.**, Deck Delegate **John O'Shaughnessy**, Engine Delegate **James Sieger**, Steward

Delegate **Husain Salah**. Chairman reported good voyage and good crew. He said that on the next trip, the ship will be bound for Dubai, Port Qasim, Salalah and India. Secretary agreed it was a good voyage with excellent crew. He reminded mariners to leave cabins clean for reliefs. Educational director encouraged crew to upgrade at Piney Point and keep documents up-to-date. No beefs or disputed OT. Members recommended modifications to pension plan and dental benefits and also asked that a wiper be added to regular crew complement. Crew thanked galley gang for job well done. Next ports: Charleston, S.C., Norfolk, Va. and Newark, N.J.

MERCURY (Maersk Line, Limited), January 23 – Chairman **Larry Bradley**, Educational Director **Oswald Bermeo**, Engine Delegate **Seller T. Brooks**. Crew is addressing safety issues. New port of call may be added. Chairman thanked crew for safe voyage and encouraged them to submit suggestions for upcoming contract. He thanked Chief Cook **David Brown** for good meals and announced payoff to take place at sea. Educational director encouraged mariners to upgrade at Paul Hall Center and asked school personnel to lengthen classes for electricians. No beefs or disputed OT reported. Crew noted impor-

tance of receiving regular communications from headquarters and visits by patrolman. Crew read SIU President Michael Sacco's column from the December edition of the *LOG*. They noted some of the Election Day results including losses by several longtime supporters of the U.S. Merchant Marine. Crew suggested modifications to contract and various benefits plans. Crew noted port of Miami is expected to have "24/7" transportation available to and from the ship and taxi drop-off areas outside of restricted zones. They asked for changes in food provisions. Next ports: Newark, N.J., Charleston, S.C. and Savannah, Ga.

PEARL (American President Lines), January 16 – Chairman **James R. Blitch**, Secretary **Philip J. Paquette**, Educational Director **Eddie Almodovar**, Deck Delegate **Paul Riley**, Engine Delegate **Wilfredo Martinez**, Steward Delegate **Manes Sainvil**. Chairman mentioned recent correspondence from union. He clarified rotation schedule. Educational director encouraged members to upgrade and keep documents up-to-date. No beefs reported. Crew made suggestion related to procedure for contract ratification. They thanked steward department "for outstanding food and great meals and great service." Next port: Charleston, S.C.

Healthy Partnership Plays Significant Role In Maritime's Future

Continued from Page 12

to reconsider its original proposal and would be publishing a supplemental notice. Since that time, he said, the IMO has revised the STCW Convention 2010 with amendments and further that the Coast Guard's intention is to include these amendments in its proposed rulemaking.

"I want to point out that deciding to publish a supplemental notice was in no small part due to the comments we received from Mike [MTD President Michael Sacco] and his organization on the things we have had wrong," he said. "I want to emphasize that when we do this rulemaking, we do try to be inclusive. Sometimes we don't get it right but that's why we have these proposals and we do appreciate the comments."

Lantz said the Coast Guard received more than 1,000 comments on the rule-making at hand. The problem his agency now faces is getting this rulemaking out in time; the amendments are supposed to enter into force Jan. 1, 2012.

On the licensing and credentialing front, Lantz said that the charter for Coast Guard's Merchant Marine Personnel Advisory Committee (MERPAC) is yet to be signed. "That's very discouraging and the membership of that advisory committee still has not been approved," he said. "I can tell you that the Coast Guard has been pushing very, very hard to get this done.... Some of you in the room have been pushing also and we appreciate your efforts."

He concluded, "The Coast Guard is committed to working with labor. We appreciate the help you've given us; you've been sitting with us as we go over to IMO and I know you'll be sitting with us when we go over to ILO. We look forward to this continued cooperation."

Speakers Outline Vital Maritime Industry Issues

Continued from Page 13

However, 2010 "was a year of recovery" and the early returns from 2011 are positive.

He pointed out that one result of the still-challenging times is that ships are "slow steaming," which drastically reduces fuel consumption. Also, larger ships are being ordered because they're ultimately cheaper to operate.

Concerning policy, in Washington, it is currently "difficult to get maritime up on the priority list. Frankly, it's difficult to get transportation up on the priority list in the current environment in Washington, D.C.," he said.

He discussed competition for funding in various industries and the need for improved, modernized maritime infrastructure.

While crediting organized labor for grassroots political support, Koch said that when looking ahead "the environmental agenda will continue to be one we have to pay a lot attention to. Politically, we know in many port communities there's a concern about the environmental impact of the shipping industry."

The industry has put emission controls in effect starting next year, he added.

Concerning piracy and shipboard security, Koch said that the recent murder of four yachtsmen was "a brutal and appalling tragedy" that spotlighted the ongoing problem. "The concern that our industry has is that as appalling and abhorrent as that was, there are 800 seafarers that are hostages to these pirates, and people tend to forget them," he continued. "It's not something that should be forgotten. There are daily attacks on ships in that area. It's costing the economy, it's costing seafarer welfare, it's costing everybody – and governments need to step up and do a better job. We have to bring attention to this. I fully recognize there's no simple solution but

unless efforts are brought together by governments, including efforts on shore in Somalia to set up some sort of infrastructure that can try to bring discipline to this situation, we have an intolerable situation that's only going to continue. I'm pleased to say we are working closely with labor on this."

He added, "We need to recognize that by working together as an industry, we can affect a positive outcome for all of us, from dealing with climate change to protecting commerce from terrorist risks to making real increases in dealing with the transportation infrastructure challenges we all face. The maritime industry and the maritime labor community are generally on the same page when it comes to addressing maritime public policy challenges."

Ruge reminded the audience that his newly renamed coalition – formerly the Maritime Cabotage Task Force – "represents every segment of the American maritime industry. In fact, you could say AMP is the American maritime industry." (The SIU is one of hundreds of AMP affiliates.)

He discussed "unprecedented threats" to the Jones Act and the industry's response. (The Jones Act is an indispensable part of the American maritime industry's foundation. It requires that goods moving between domestic ports be transported on vessels that are crewed, built, owned and flagged American.)

Among the concerns cited by Ruge were the recent losses of many industry champions in Congress; unfair and inaccurate blame placed on the Jones Act and U.S. maritime labor during the BP oil cleanup; and 2012 elections that may result in erosion of maritime support.

Reflecting on the Deepwater Horizon disaster and the lies about the Jones Act, Ruge said, "It was ridiculous at times. We were so much in the bullseye, particularly in the right-wing media and right-wing blogs. At one point Sarah Palin tweeted to her people that

the only reason that President Obama was not waiving the Jones Act was that, quote, 'He was trying to protect his union friends, who are all thugs.' Rush Limbaugh told his listeners that what the law says in the Jones Act is that the only way you can serve on a ship is if you're in a union. So there was lots of misinformation. A lot of that problem has been solved in the last couple of months due to everybody's efforts to correct the record. In fact, pretty much everybody involved in government has admitted the Jones Act was not an impediment. But if we think for one second that there's no scars left from that experience, we are kidding ourselves."

However, Ruge promised "a significant response from the industry" which already is under way. He thanked the MTD for "being there from the start. There would be no AMP without the Maritime Trades Department."

Talking about a recent message-testing study involving the Jones Act, Ruge said that the average person outside the industry appreciated the economic and national security aspects of the law. The Jones Act helps maintain roughly 500,000 American jobs and pumps billions of dollars into the economy.

From a national security standpoint, "Everyone knows that a foreign vessel can safely come into the carefully controlled environment of a U.S. port," he continued. "But what would happen if the Jones Act was repealed and if foreign vessels could move freely throughout the United States? What really concerned people during our focus groups was the thought of tens of thousands of foreign-controlled vessels, manned by foreign nationals, roaming freely through the navigational bloodstream of our country: under bridges, near cities, near sports stadiums, near schools."

"Our task now is to take our message to Capitol Hill. We have an aggressive plan to do that."

Know Your Rights

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

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

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

address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

Paul Hall Center Upgrading Course Schedule

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

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

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

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

Title of Course	Start Date	Date of Completion
Deck Department		
Water Survival	May 16	May 27
AB	May 30	June 24
STOS	March 21 May 16	April 1 May 27
Fast Rescue Boats	May 2	May 6
Radar Observer Unlimited	April 11	April 22
ARPA	April 25	April 29
Radar Recertification (1 day)	May 16	May 16
GMDSS	April 18 June 13	April 29 June 24
ECDIS	May 2 May 23	May 6 May 27
Tank PIC Barge DL	May 16	May 20
Engine Department		
Basic Auxiliary Plant Ops	May 30	June 24
FOWT	March 7 May 2 June 27	April 1 May 27 July 22
Advanced Container Maintenance	April 11	May 5
Marine Electrician	May 9	July 1
Welding	May 9 June 6	May 27 June 24

Title of Course	Start Date	Date of Completion
Safety Upgrading Courses		
Fire Fighting	May 2	May 13
Medical Care Provider	May 16	May 20
BST/Basic Fire Fighting	May 9	May 13
Vessel Security Officer	May 9	May 10
Government Vessels	April 25 June 20	April 29 June 24
MSC Readiness Refresher	April 11 May 16 June 13	April 15 May 20 June 17

Steward Department		
Chief Steward	April 11	May 20
Chief Cook	These modules start every other week. The next class is scheduled to begin April 4.	
Galley Operations/Advanced Galley Operations	These modules start every Monday	

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



UPGRADING APPLICATION

Name _____
 Address _____
 Telephone (Home) _____ (Cell) _____
 Date of Birth _____
 Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____
 Seniority _____ Department _____
 Home Port _____
 E-mail _____
 Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No
 If yes, class # _____
 Have you attended any SHLSS/PHC upgrading courses? Yes No
 If yes, course(s) taken _____

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

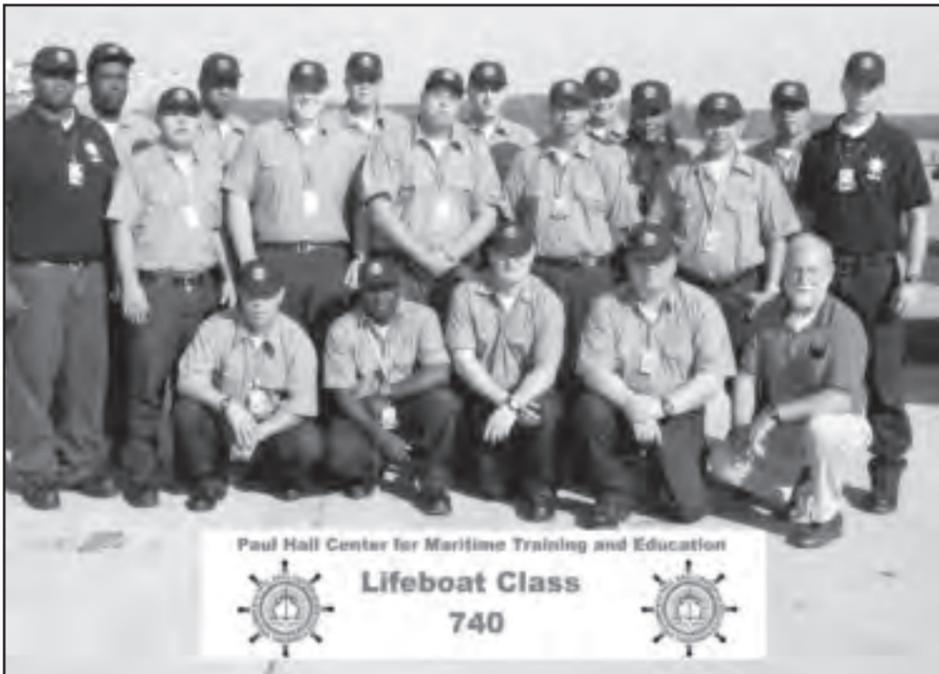
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

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

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 740 – Eighteen unlicensed apprentices completed their training in this 60-hour class Nov. 26. Graduating (above, in alphabetical order) were: Jerry Aquino, John Bielamowicz, Mario Botelho, Terence Brenan, Marco Brown, Keith Carswell, Rodney Davis, John Diaz Jr., Theophilus Essien, Richard Flores, William Gibson, Clifton Medley III, Daniel Reynolds Sr., Christopher Sanicola, Cynthia Servance, Derrick Siefre, Adam Smith and Marcus Thornton. Ben Cusic, their instructor, is kneeling at the far right.



Welding – Six Seafarers completed the enhancement of their skills in this 103-hour course Feb. 25. Graduating and receiving certificates (above, in alphabetical order) were: Gordon Cherup, Boyko Kovatchev, Jorge Lawrence, Charles Searfass, Tyler Sheff and Scott Thompson. Their instructor, Buzzy Andrews, is standing second from left in the back row.



Small Arms Training – A pair of upgraders completed their requirements in this course Feb. 25. Graduating from the course were George Borromeo (left) and Jim Romeo. The duo received instruction in the safe operation and firing of the pistol, rifle and shotgun. Robbie Springer and Stanley Boothe (not pictured) served as instructors.



Electronic Chart Display Information System – Six individuals finished their requirements in this course Feb. 18. Graduating (above, in alphabetical order) were: Chris Bridges, Lou Cabano, Douglas Carson, William Dunney, Robert Hoffman and Jim Romeo. Class Instructor Brad Wheeler is at the far right.



Able Seaman – Twenty-three upgraders finished this course March 4. Graduating and receiving their certifications (above, in alphabetical order) were: Imaad Alhag, David Arcilla, Daryl Balance, Kareem Baxter, Timothy Bradstreet, Amancio Crespo, Jose Crespo, Jaroslav Dvorak, Nathaniel Fitzpatrick, Ricky Gault Jr., Kevin Hanmont, Nita Holly, Ricky Howard, Bryan Howell, Jordache Hunter, John Matchak, Jason Monk, Tyler Peyton, Justin Pierce, Jeremy Sales, Kenneth Stearns, Timothy White and Danna Williams. Stan Beck, their instructor, is at the far right.



Helicopter Fire Fighting – Five individuals finished their training in this course Feb. 18. Graduating (above, in alphabetical order) were: Steven Blair, George Borromeo, Israel Edmunds, Jonathan Miller and Matthew Sandy.

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



Paul Hall Center Classes



Basic and Advanced Fire Fighting – Twenty-three upgraders completed the enhancement of their skills in this course Feb. 18. Graduating (left, in alphabetical order) were: Antuan Barnes, Rigoberto Beata, Apolinario Calacal, William Carney, Richard Dela Cruz, Hayden Gifford, Michael Hurst, Charles Jensen, Timothy Littles, Samuel Lloyd, George Murphy, Orlando Pabon, Jeremy Pace, Randy Pearson, Reynato Ramos, Paul Russell, Ricky Shumock, Darnell Slayton, Ryan Smith, Davin Tucker, Stacey Twiford, Deralle Watson and Richard Wright. Their instructor, Mike Roberts, is at the far right.



Pumpman – The following Seafarers (above, in alphabetical order) completed their training in this course March 4: Therman Ames, Arman Deblois, Patrick Devlin, Alshea Dixon, Kenneth Evett, Martin Hamilton, Dwight Hunt, Michael Iverson, Joseph Jacobs, Gilbert Johnson, Stravon Jordan and Enrique Velez. Jim Shaffer, the class instructor, is at the far right.



BAPO – Sixteen individuals finished this course March 4. Those graduating (above, in alphabetical order) were: Mohamed Ahmed, Austin Anderson, Matthew Clements, John Cooper, Rommel Crespo, Dave Cronce, Daniel Cunningham, Joshua Harris, Patrick Kirkland, Anthony Kpodivia, Ali Saeed Musa, Xavier Normil, Valentine Okei, Fidel Paswa, Jose Rivas and Robert Scrivens. Their instructor, Tim Achorn, is at the far right. (Note: Not all are pictured.)



STOS – Seventeen Seafarers finished their requirements in this course March 4. Graduating (above, in alphabetical order) were: Matthew Baptist, Robert Bryson III, Jeremy Cooke, Melissa Gooch, Marques Johnson, William Kane, Robert Mackey, David Marquez, Terry Mattison, Saleh Mohamed, Mereed Mused, Bryan Page, Roman Pauley, Jonathan Scalsky, William Smith, Richard Swirtz and Robert Tlalka. Class Instructor Tom Truitt is at the far right.



Medical Care Provider – The following individuals (above, in alphabetical order) completed this course Feb. 25: Antuan Barnes, Dolores Brown, Apolinario Calacal, William Carney, Richard Dela Cruz, Michael Hurst, Guy Ireland, Charles Jensen, Timothy Littles, Samuel Lloyd, George Murphy, Orlando Pabon, Reynato Ramos, Paul Russell, Ricky Shumock, Darnell Slayton, Ryan Smith, Davin Tucker, Deralle Watson, Richard Wright. Mark Cates, their instructor, is at the far right.



BST (Hawaii) – The following individuals (above, in no particular order) completed this course Feb. 19 at the Seafarers Training Facility in Barbers Point, Hawaii: Samuel Maples, Laura McGowen, Michael Miller, Nicholas Petriella, Wayde Badgley, Steuart Graham III, Michael Shane, Andrew Marunowski, John Del Ray, Melanie Gibson, William Crawford, Jason Igancio, Michael Perez, Christopher Vaughn, Raymond Waggoner, Lee Paonessa and John Hicks Jr. (Note: Not all are pictured.)



BST (Hawaii) – Sixteen individuals graduated from this course Feb. 5 in Hawaii. Those completing the training (above, in no particular order) were: Kari Baline-Ornelas, Eric Ornelas, George Miaris, Vincent Deamon, Balal Darwich, Christopher Newkirk, Yolanda Ramos, Patrick Runyan, Brandon Smith, Andrew Starnes, Kirill Verkhosin, Krystal Murrell, Natalie Varela, Matthew Zeilik, Ronald Lyon Jr., and Joshua Mercer.

Members Back 'Save Our Seafarers' Campaign

On March 1, major organizations from every segment of the maritime industry announced a new anti-piracy campaign designed to call on governments around the world to do more to protect mariners. Through the International Transport Workers' Federation (ITF), the SIU helped launch the new effort; the union also is helping publicize the campaign through the SIU web site, its social media pages, the *Seafarers LOG* and at union halls across the country.

Part of the campaign involves advertising in a number of major newspapers around the world. The U.S. version of

the ad appears on the bottom of this page.

Another key component is the new web site www.saveourseafarers.com. Through that site, individuals quickly and easily may write to their elected political representatives and also may keep up with the latest news about piracy.

SIU members at various union halls have accessed the site to write to President Obama, asking for increased U.S. backing of anti-piracy efforts. Some of those Seafarers are pictured on this page.

See page 3 for related coverage



Wilmington



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2,000 Somali pirates are hijacking the world's economy



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More than 800 seafarers are currently held hostage in appalling conditions by armed gangs of Somali pirates. Subjected to physical and psychological abuse for months at a time, they are held to ransom for millions of dollars.

Merchant ships are being attacked daily and run a gauntlet of gunfire and rocket-propelled grenade attacks.

Apart from the human cost, piracy is strangling key supply routes and costing the global economy \$12 billion a year.

The lawlessness has spread right across the Indian Ocean - through which half the world's oil supply passes. A hijacked tanker with 2 million barrels of oil represents 20% of daily oil imports to the USA.

We all rely on freedom of the seas for the safe delivery of 90% of our food, fuel, raw materials and manufactured goods. This freedom is threatened.

Even when caught red handed, 80% of pirates are released to attack again. Why? Because the world's politicians don't realize the severity of the crisis.

You can help stop this evil trade in human hostages and help restore the freedom of the seas. Visit www.SaveOurSeafarers.com - you'll find letters to email to your government demanding action.



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