

The

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Seafarers Log

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SIU Joins in Celebrating New Tonnage

Liberty Promise, Endurance Improve U.S. Sealift Capability

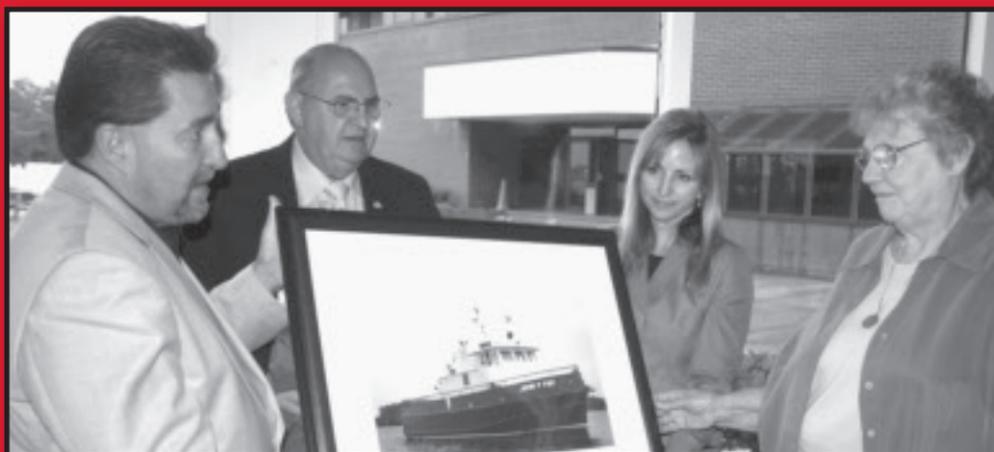
Seafarers and SIU officials took part in mid-May ceremonies that formally welcomed the *Liberty Promise* (below) and *Endurance* (lower left) into the American-flag fleet. The *Liberty Promise* event took place May 11 near Charleston, S.C., while the *Endurance* ceremony was conducted May 14 in Baltimore. Both ships are militarily useful RO/ROs which boost the nation's sealift capacity while also strengthening the job security of SIU members. Pages 2, 3.



With military cargo in the background, the *Liberty Promise's* entry into the U.S. registry is welcomed by (photo above, from left) Philip Shapiro, president and CEO of Liberty Global Logistics and Liberty Maritime Corporation; Gen. Duncan McNabb, commander, U.S. Transportation Command; Mrs. Emily Clyburn, vessel sponsor; and her husband, House Majority Whip James Clyburn (D-S.C.).



Apprentices and officials gather for a photo after the *Endurance* ceremony. From left to right in the back row are AMO Exec. VP Bob Kiefer, SIU VP Contracts George Tricker, SIU Exec. VP Augie Tellez, SIU Sec.-Treasurer David Heindel, ARC President/CEO Raymond Ebeling, AMO President Tom Bethel, U.S. TRANSCOM Commander Gen. Duncan McNabb, Mrs. Linda McNabb and SIU President Michael Sacco.



Union, School Name Training Vessel In Honor of Exec. VP John F. Fay

On May 11, the SIU and its affiliated Paul Hall Center for Maritime Training and Education named the school's new training vessel in memory of John Fay, who passed away in 2005. Fay served the SIU in various posts – most recently, that of executive vice president. As part of the commemoration in Piney Point, Md., Brother Fay's widow, Phyllis (right), received a framed photo of the state-of-the-art boat now bearing John's name. Making the presentation are (from left) SIU Sec.-Treasurer David Heindel, Paul Hall Center VP Don Nolan and Seafarers Plans Administrator Maggie Bowen. Pages 12-14.

American Merchant Marine's Dependability Recognized at National Maritime Day Events

The U.S. Military Sealift Command and U.S. Maritime Administration on May 18 hosted their respective annual National Maritime Day observances, both of which were attended by SIU members and officials. In this photo, (foreground, left to right) Rear Admiral Mark H. Buzby and Admiral John C. Harvey Jr. join Navy Operations Specialist 2nd Class Raymond Herbert (center), SIU Bosun Gerald Butch (second from right) and Paul Hall Center Apprentice Matthew Clements in paying respects behind three wreaths honoring U.S. Merchant Mariners. Page 4.



SHBP Awards Scholarships
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Overseas Martinez Delivered
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Photos from USNS Pomeroy
Pages 10-11

President's Report

Celebrating Gains, Working for More

What a month! In May, our union had plenty to celebrate and plenty to report. Topping the list were ceremonies for the new SIU crewed RO/ROs *Endurance* and *Liberty Promise* along with the delivery of the new tanker *Overseas Martinez*.

As I've said on similar occasions, these types of gains don't happen by accident. A lot of hard work and commitment goes into the process of securing new tonnage, and SIU members definitely deserve their share of credit. The professionalism, efficiency and loyalty of Seafarers give confidence to those whose investments bring vessels under the Stars and Stripes.



Michael Sacco

There were other causes for celebration and commemoration last month. In keeping with a tradition dating back to 1952, the Seafarers Health and Benefits Plan selected recipients for its annual scholarships. This year, the SHBP is awarding \$146,000 in academic grants to one Seafarer and seven SIU dependents. This is a fantastic program. I congratulate this year's winners and I encourage interested SIU members and their families to apply for the 2011 scholarships.

Also in May, the union and our affiliated Paul Hall Center participated in annual National Maritime Day observances in Washington, D.C. Both the U.S. Military Sealift Command and the U.S. Maritime Administration put together first-class events in our nation's capital on May 18. Those ceremonies not only honored the proud heritage of the U.S. Merchant Marine but also reinforced the ongoing, vital need to maintain a strong American-flag fleet manned by loyal, well-trained, U.S. mariners. It was a fitting day and I'm glad the SIU was there.

One week earlier, the Paul Hall Center hosted a dedication in which the school's new training vessel was named in memory of John Fay, who served our organization for many decades. This, too, was a fitting tribute as well as a warm remembrance of an individual whose devotion to Seafarers was second-to-none.

At the same time, we were (and remain) very active in working on a number of other important issues. For instance, if you've visited our web site lately, you probably noticed the launch of a new electronic petition calling for decisive action to end piracy. The petition is sponsored by a broad coalition of organizations, including trade unions and shipowners' groups and many others. Check it out on our home page, www.seafarers.org, and you can also read about it in this issue of the *LOG* (page 5).

I know the pirates aren't afraid of a petition. But, the global maritime industry launched this petition to show the world's leaders something has to be done. The more support the petition receives, the more international leaders will look at and understand our concerns.

Additionally, SIU crews either mobilized or were standing by to assist in the weeks-long oil cleanup in the Gulf. As of late May, Seafarers aboard an Overseas Shipholding Group (OSG) tanker, two Moran Towing of Texas tugs and an E.N. Bisso & Son tug had been deployed for the operation. Obviously, the situation was constantly changing, so it's possible that more SIU members will be involved in the massive procedure.

Like I said, it was quite a month. We have much more to look forward to in the weeks and months ahead – improvements and challenges alike.

Two things I can guarantee are that we won't stand still and we won't take anything for granted. Our success is a team effort, and I know that with the strong support of the rank-and-file membership, the SIU will continue sailing on a successful course. That doesn't mean we won't experience the occasional setback or that we won't have to make the occasional sacrifice with an eye on our long-term health. But I know we're headed in the right direction. Months like May 2010 strongly reinforce that belief.



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

Liberty Promise Formally Welcomed

New Vessel Signals Jobs, Enhances Military Capability

The setting couldn't have been more appropriate as Seafarers joined various VIPs in celebrating the entry of the new vessel *Liberty Promise* into the SIU crewed fleet. A formal naming ceremony took place May 11 at Naval Weapons Station Charleston in Goose Creek, S.C. – a fitting backdrop, since the ship will be utilized to serve the needs of America's military personnel (in addition to carrying commercial cargo).

Delivering remarks for the event were (in chronological order) Robert Wellner, executive vice president and COO of Liberty Global Logistics; Philip Shapiro, president and

CEO of Liberty Global Logistics and Liberty Maritime Corporation; David Matsuda, acting U.S. maritime administrator; General Duncan McNabb, commander, U.S. Transportation Command (TRANSCOM); and U.S. Rep. James Clyburn (D-S.C.), House Majority Whip. Mrs. Emily Clyburn, the congressman's wife, served as the naming sponsor.

As previously reported, the *Liberty Promise* was delivered in March and was built by Daewoo Shipbuilding in South Korea. It is the newest roll-on/roll-off vessel (RO/RO) to enter the U.S. registry and meets the requirements of the

U.S. Maritime Security Program. The ship is 656 feet long, has a beam of more than 105 feet and can sail at greater than 20 knots.

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

"She clearly is the most efficient [and] cleanest-burning ship we have in the U.S.-flag fleet and has state-of-the-art modern technology" Shapiro told a local reporter covering the ceremony. "She has a stern ramp at the rear of the ship, which can actually take two tanks, one coming on and off at the same time."

Mrs. Clyburn said, "We wish this beautiful ship and its crew well. It's just a wonderful feeling we're happy to share with everyone here. They all seem to be so very enthusiastic for this event today in the naming of this new ship."

Among other topics, Rep. Clyburn talked about local maritime history. McNabb spotlighted the key partnerships that exist in the American maritime industry, while Matsuda emphasized the importance of bringing new, militarily useful tonnage under the U.S. flag.

In addition to the *Liberty Promise*, the company's fleet also includes the RO/ROs *Alliance New York* and *Liberty Pride* and the bulk carriers *Liberty Eagle*, *Liberty Glory*, *Liberty Grace*, *Liberty Sun*, *Liberty Star* and *Liberty Spirit*.



In photo above, House Majority Whip James Clyburn (D-S.C.) addresses the crowd at the naming ceremony. General Duncan McNabb (photo at left) describes the effective partnership between the maritime industry and military.



SIU Norfolk Port Agent Georg Kenny (left), Recertified Steward Gregory Melvin



The deck gang includes (from left) Recertified Bosun Mark Lance and ABs Hector Barnes, Lawrence Tharp and Delroy Brown.



ABs Benny Wright (left) and Rynanne Wheeler



Unlicensed Apprentices Brett Van Pelt and Joseph Gref



Chief Cook Jimmy Williams



GSU Richard Gegenheimer



The vessel is the ninth ship in Liberty's fleet.



General Duncan McNabb, Commander, U.S. TRANSCOM



SIU President Michael Sacco



David Matsuda Acting U.S. Maritime Administrator



AB James Wray (third from left) is pictured with (from left) Baltimore Port Agent Elizabeth Brown, VP Contracts George Tricker, Piney Point Port Agent Pat Vandegrift, Sec.-Treasurer David Heindel and Seafarers Plans Administrator Maggie Bowen

Ceremony Stresses Maritime's National Security Role

MV Endurance Boosts America's Sealift Capacity

To the casual observer, the sight of the *MV Endurance* docked in Baltimore may have been eye-catching because of the vessel's size (860 feet) and attractive new paint job.

But to General Duncan McNabb, commander of the U.S. Transportation Command (TRANSCOM), the SIU-crewed ship signifies something infinitely more important than the cosmetic.

Giving the keynote address at a May 14 ceremony aboard the recently reflagged ship, McNabb said the *Endurance* and other vessels in the American Roll-On Roll-Off Carrier (ARC) fleet "represent a critical roll-on/roll-off capability that responds directly to the evolving logistics requirements of the combatant commanders. At U.S. Transportation Command our focus is on supporting these war fighters — providing the end-to-end deployment and distribution solutions to bring them what they need, where they need it, and when they need it. Overall, more than 90 percent of what we deliver in support of the combatant commanders is moved by sea. The vast majority of that is through commercial shipping; (there are) 35 ships loading, off-loading or underway at any given time. We accomplish this with great precision and at the greatest value.... Ships like the *Endurance* represent a key element in that capability."

He recalled being in the Pentagon on September 11, 2001 and said that in the big picture, America's ability to support its armed forces "is about

the future of mankind.... This really is a battle of good over evil, of hope over despair, of light over darkness, of freedom over tyranny. It's going to be a long war; we'll stay at it and we will win."

SIU President Michael Sacco also was a featured speaker at the Baltimore event, as were acting Maritime Administrator David Matsuda and ARC President and CEO Raymond Ebeling, who served as master of ceremonies. Linda McNabb, the general's wife, was the vessel's sponsor.

Hundreds of guests attended the ceremony, including other high-ranking military officers, active and retired congressional representatives, SIU members and officials and others from various maritime industry components.

The *Endurance* is operated by Crowley for ARC, which described the vessel as "the largest and most militarily useful, multi-purpose RO/RO ship in the U.S.-flag commercial fleet." It was built in 1996 and entered service under the American flag in mid-February. The ship has nine decks and is enrolled in the U.S. Maritime Security Program (MSP), a vital part of the U.S. Merchant Marine's foundation.

Throughout the ceremony, each speaker cited the critical value of civilian mariners and the effective partnership that exists among maritime labor, management, the military and backers in government.

McNabb pointed out that since 2004, ARC ships "have set sail over

1,500 times and carried over 5 million tons of cargo in support of our war fighters."

He credited mariners for their reliability dating to the country's founding, and said the unlicensed apprentices from the SIU-affiliated Paul Hall Center who were in attendance symbolized "that next generation, and you're raising your hand for freedom. This next generation is stepping up magnificently. You all are awesome."

McNabb added that the commercial fleet and civilian mariners "serve the nation today as a crucial part of the U.S. transportation team. You bring our nation strategic advantage no other nation has. You provide America with logistics superiority over any and all adversaries. You enable our war fighters to fight and to win. You help us to keep our promise to them."

Ebeling said the ship's name is appropriate as America continues its years-long efforts in Operations Iraqi Freedom and Enduring Freedom as well as in national economic recovery. He pointed out that ARC is the third-largest U.S.-flag international carrier and noted that the company "has now invested \$500 million in U.S.-flag shipping ... and is committed to future investment."

He said the U.S.-flag fleet has been saved by "a unique labor-management partnership, by the powerful support of the U.S. Transportation Command, by the decisive action of certain congressional supporters and, I would specifically note, by the

investment by overseas investors of \$2.5 billion in U.S.-flag international carriers."

Ebeling credited Sacco for seeing "more clearly than most, perhaps all, that the relationship with industry and labor has to be win-win."

Speaking of the entire ARC team, including its mariners, he praised them for helping the company grow and then asked, "Where might we be 10 years from now? At ARC, we plan to be right here. We plan to keep on going and keep on growing, and we need your help to do that."

Sacco thanked McNabb and Ebeling for their respective efforts on behalf of American mariners. He said that although the maritime industry often seems overlooked by the general public, "we've been in the headlines a lot during the past several years, and I think people are starting to appreciate more and more who we are and why our work matters. U.S. mariners are the ones who rescued the passengers and flight crew during the *Miracle on the Hudson* just a little more than a year ago. U.S. mariners are the ones who fought back against the pirates aboard the *Maersk Alabama* — a development



Raymond Ebeling, President/CEO, American Roll-On Roll-Off Carrier

that brought some much-needed attention and action to a very serious problem off the coast of Somalia. U.S. mariners are the ones who sailed the hospital ship *USNS Comfort* to Haiti right after the earthquake, along with many other civilian-crewed ships bringing relief to

Continued on Page 5



Hundreds gather aboard the vessel to commemorate its entry into the American-flag fleet.



Vessel Sponsor Linda McNabb (second from left) and others celebrate the ceremonial christening, which involved a large model of the ship's bow (background)



Major General James L. Hodge, Commander, Military Surface Deployment and Distribution Command, greets apprentices from the SIU-affiliated Paul Hall Center.



Standing with the Maritime Day wreaths (above, left to right) are MSC Commander Rear Admiral Mark H. Buzby, SIU Executive Vice President Augie Tellez, retired Congresswoman and Federal Maritime Commission Chairperson Helen Bentley, SIU Bosun Gerald Butch, Paul Hall Center Unlicensed Apprentice Matthew Clements, SIU President Michael Sacco and Navy Commander, U.S. Fleet Forces Command, Admiral John C. Harvey Jr. Paul Hall Center Apprentice Matthew Clements (photo at right) rings eight bells as Rep. Gene Taylor (D-Miss.) (center) and Jay Brickman, VP of Crowley Maritime, look on.



National Maritime Day Events in D.C. Honor Dedication, Value of Mariners

America paid tribute to the dedication and ongoing reliability of its merchant mariners during National Maritime Day observances in Washington, D.C., on May 18. The day-long commemoration opened at the Department of Transportation headquarters building with an event sponsored by the Maritime Administration, and ended at the Washington Navy Yard with the traditional wreath-laying ceremony sponsored by the Military Sealift Command.

The annual ceremonies, including a luncheon sponsored by the Propeller Club, featured military, congressional, adminis-

tration and maritime leaders who praised the contributions of the U.S. Merchant Marine. Among those representing the SIU were President Michael Sacco, Executive Vice President Augie Tellez, Vice President Contracts George Tricker and Assistant Vice President Ambrose Cucinotta. A group of unlicensed apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education also attended, as did Bosun **Gerald Butch** from the *USNS Comfort*.



SIU VP Contracts George Tricker addresses the audience at the National Press Club.



Fr. Sinclair Oubre, an SIU member, makes a point during the event cosponsored by the North American Maritime Ministry Association and the North American Marine Environment Protection Association

The morning program at DOT featured an invocation by SIU member Fr. **Sinclair Oubre**, president of the Apostleship of the Sea of the United States, and remarks by U.S. Rep. Gene Taylor (D-Miss.), who stressed the importance of the Jones Act to the nation's economy.

"It's a great [law] that's vital to our nation, American business and American maritime," the congressman stated.

Acting Maritime Administrator David Matsuda added, "Seafarers have long been the backbone of our economy and defense and we owe them a great deal of gratitude for their sacrifices."

The same event also featured the ceremonial ringing of eight bells, done in remembrance of the service of mariners. Paul Hall Center Apprentice **Matthew Clements** rang the bell.

Later in the day at the Washington Navy Yard, Navy Commander, U.S. Fleet Forces Command, Admiral John C. Harvey Jr. praised generations of U.S. Merchant Mariners for their contributions to national defense.

"Mariners' service and sacrifice, their pride and professionalism are the firm foundation of our global military operations," he said. Harvey also hailed mariners' roles in providing humanitarian aid and disaster relief, most recently to Haiti after its devastating January earthquake.

MSC Commander Rear Admiral Mark H. Buzby noted during the ceremony, "We

at MSC are proud of our civilian mariners, so it is fitting that today is set aside to acknowledge the great debt of gratitude we owe to the dedicated men and women of the U.S. Merchant Marine."

Buzby also recognized by name four civil service mariners from the hospital ship *USNS Comfort* – Bosun Butch, Chief Mate David Lieberman, Third Mate Joseph Kranz and Second Assistant Engineer Peter Barry. The four were presented with Merchant Marine Outstanding Achievement Medals by MarAd earlier in the day.

On a day full of maritime tradition, three wreaths were placed at the Navy Yard in honor of mariners who made the ultimate sacrifice – one by Butch on behalf of the *USNS Comfort*, one on behalf of MSC and the third by Clements on behalf of the school. The wreaths were later moved to a place of honor at the Navy Memorial, also in the nation's capital.

In an event related to National Maritime Day, the National Press Club in Washington, D.C., hosted a seminar titled, "Environmental Intelligence in Shipping and the Seafarer." Tricker and Oubre both were among the panelists.

The actual date of National Maritime Day is May 22 annually. It was established by Congress in 1933 to honor the contributions and sacrifices of U.S. Merchant Mariners in defense of the United States.

Presidential Proclamation

National Maritime Day 2010

Even before our Nation declared independence, our forebears recognized the importance of merchant ships and seafarers to our economic and national security. Since 1775, America's maritime fleet has risen to the challenges before them and worked to meet our country's needs in times of peace and war alike. On National Maritime Day, we recognize the men and women of the United States Merchant Marine for their contributions to America's leadership in the global marketplace, and to our security.

Civilian mariners and their ships have played an important role in equipping our military forces at sea in national conflicts. During World War II, they executed the largest sealift the world had ever known, and thousands

gave their lives to help convoys with desperately needed supplies reach our troops. Their service to our Nation continues today. Merchant mariners support military operations in Iraq and Afghanistan, as well as humanitarian missions, including the delivery of supplies to Haiti following this year's devastating earthquake.

The United States Merchant Marine also shepherds the safe passage of American goods. They carry our exports to customers around the world and support the flow of domestic commerce on our maritime highways. They help strengthen our Nation's economy, bolster job creating businesses, and, along with the transportation industry, employ Americans on ships and tugs, and in ports and shipyards. Today, we pay tribute to the United States Merchant Marine, and we honor all those whose tireless work is laying a foundation for growth, prosperity, and leadership in the 21st century.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day," and has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, do hereby proclaim May 22, 2010, as National Maritime Day. I call upon the people of the United States to mark this observance with appropriate activities, and I encourage all ships sailing under the American flag to dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twentieth day of May, in the year of our Lord two thousand ten, and of the Independence of the United States of America the two hundred and thirty-fourth.

BARACK OBAMA

Online Petition Pushes Action to Combat Piracy

The International Transport Workers' Federation (ITF) in mid-May announced that an unprecedented coalition of organizations – from trade unions to shipowners' associations and insurers – “has joined forces to back a global e-petition demanding concrete action to end the piracy that is putting lives at risk and threatening world trade.”

The web address for the petition is: www.endpiracypetition.org

Speaking on behalf of the coalition, the ITF (to which the SIU is affiliated) called the petition “the centerpiece of a new campaign to persuade all governments to commit the resources necessary to end the increasing problem of Somalia-based piracy. It is intended to deliver at least half a million signatures to governments by International Maritime Organization World Maritime Day, September 23.”

The petition calls on nations to dedicate significant resources and work to find real solutions to the growing piracy problem. It urges them to take immediate steps to secure the release and safe return of kidnapped seafarers to their families, and also to work within the international community to secure a stable and peaceful future for Somalia and its people.

Among those backing the campaign are the ITF, Baltic and International Maritime Council (BIMCO), International Chamber of Shipping, International Federation of Shipmasters' Associations, International Maritime Employers' Committee, International Parcel Tankers Association, International Association of Dry Cargo Shipowners, International Ship Managers' Association, International Group of P&I Clubs, INTERTANKO, International Shipping Federation,

International Union of Marine Insurance and the Society of International Gas Tankers & Terminal Operators Ltd.

ITF General Secretary David Cockroft stated, “With one click everyone can now make their feelings about piracy known, and then pass the link on to all their colleagues around the world who feel the same. In this way we can signal our belief that it is past time for all governments to do what has to be done to protect seafarers, ships and the goods that they carry and on which we all rely.”

Speaking on behalf of all the signatory associations, International Shipping Federation President Spyros M. Polemis explained, “Together we must encourage all governments to do everything necessary to protect the lives of seafarers who are subject to increasingly violent attacks, with over 1,800 kidnapped in the last two years alone. Ninety percent of world trade is carried by sea, and governments have a duty to extend the naval protection being provided – which is currently inadequate – and regain control of the Indian Ocean from a handful of criminals.”

The text of the petition reads in part: “We, the undersigned, urgently call on Governments to do everything possible to protect the thousands of seafarers and the hundreds of ships at risk of attack by pirates by: dedicating significant resources and concerted efforts to find real solutions to the growing piracy problem; taking immediate steps to secure the release and safe return of kidnapped seafarers to their families; working within the international community to secure a stable and peaceful future for Somalia and its people.”

Transportation Institute Cites Importance of Jones Act fleet

National Maritime Day ceremonies often focus on the proud history of the U.S. Merchant Marine.

A Washington, D.C.-based organization that promotes the American-flag fleet and U.S. mariners recently suggested that National Maritime Day also should be an occasion to appreciate the value of the Jones Act fleet, which is vital not only to the industry but to the country's overall economy.

On May 19, the Transportation Institute issued a news release in which it pointed out the “40,000-plus vessels that move cargo and passengers between U.S. ports generate nearly 500,000 family-sustaining jobs and provide an annual payroll in excess of \$29 billion. U.S.-flag vessels in domestic waterborne commerce are the largest single component of America's Merchant Marine.... Without the Jones Act fleet, the American economy would sputter and fail.”

Enacted in 1920, the Jones Act requires that cargo moving between U.S. ports be carried in vessels that are U.S.-owned, U.S.-built and U.S.-crewed. Other laws and statutes apply the same ground rules to the movement of passengers, towing, dredging, and marine salvage. The basic requirements of the Jones Act have been the foundation of U.S. maritime policy since 1817.

The institute's release pointed out that in a strong economy, Jones Act vessels will carry more than 1 billion tons of cargo. This activity generates \$100.3 billion in economic output and contributes \$11.4 billion in federal, state and local taxes.

The release further noted that the “499,676 jobs the Jones Act creates and

sustains are spread across the nation, but the top 10 states for Jones Act employment are, in order: Louisiana, Texas, California, Washington, New York, Florida, Hawaii, Indiana, Illinois, and Tennessee.”

Moreover, in light of the global push for environmentally sound operations, a key paragraph in the release described waterborne commerce as “the greenest form of transportation. A large U.S.-flag Great Lakes freighter can carry a ton of cargo 600-plus miles on a gallon of fuel compared to 200 for a train, and do so while producing 70 percent less carbon dioxide. A 24-barge tow on the inland rivers moves the same amount of grain as 384 rail cars or 1,680 highway trucks – again a boon to the environment and a much-needed lessening of congestion on the nation's overburdened rail beds and interstates.”

Finally, the institute stated that in addition to promoting commerce, America's cabotage laws also “play a vital role in the nation's ability to defend its interests overseas. When American troops are stationed abroad, more than 90 percent of the materiel they require moves by ships. Jones Act vessels engage in these transoceanic voyages, but equally important are its mariners who began their careers in the Jones Act trades who crew the other U.S.-flag vessels ferrying arms and supplies to war zones.”

The Transportation Institute was founded in 1967. Its self-described mission “is to enhance American political, economic and military security by advocating a sound, comprehensive national maritime policy which secures the role of the U.S.-flag industry in both foreign and domestic trades.”

New Vessel Joins SIU Fleet

Continued from Page 3

that nation. And of course, U.S. mariners are the men and women who've been there from day one in Operations Enduring Freedom and Iraqi Freedom, supporting our troops and delivering the food, fuel, vehicles and ammunition they need.”

He added that without a strong U.S. Merchant Marine, “it would only be a matter of time before our nation became an economic hostage of other countries whose ships call on our ports. Without us, I wouldn't even want to imagine who we could really count on to deliver the vital supplies to our armed forces.”

Matsuda said that the program in which the *Endurance* is enrolled, the MSP, “is effective and a good value. I'm delighted to welcome such a modern, impressive ship into the U.S.-flag fleet. These ships and the mariners who sail aboard them are the invisible heroes of the American logistics and commerce chain.”

He cited the importance of investments made by commercial operators and “the bravery and intrepidity of our civilian merchant mariners.”



Bosun Fred Cintorino



Recertified Steward Stephen A. Bird (left), Chief Cook Gerald Rogers



Oilers Ken Bricker (left) and Adam Soto



The *Endurance* is an asset to America's sealift capacity.

'Like a Cadillac'

SIU members sailing aboard the recently reflagged *Endurance* reported smooth sailing on the roll-on/roll-off vessel, which entered the union-contracted fleet earlier this year.

Moments before a May 14 shipboard ceremony in Baltimore, Bosun **Fred Cintorino** stated, “Things are going well. We've got a bunch of good guys aboard the ship. We all work and I'm proud of them. You really couldn't ask for anything better. It's a good

boat, like a Cadillac.”

Oiler **Adam Soto** agreed.

“It's one of the cleanest ships I've ever been on,” he said. “We've got good food and a good crew and everyone is friendly.”

Added Oiler **Ken Bricker**, “It's a very big and very clean ship.”

Crew members seemed especially pleased with the galley gang, headed by Recertified Steward **Stephen A. Bird** and including Chief Cook **Gerald Rogers**.



After the meeting, stewards and SIU officials gather for a photo in the auditorium. Pictured from left to right are Asst. VP Ambrose Cucinotta, Edward Banks, Army Joe Leake, Exec. VP Augie Tellez, Daniel Herrera, Kimberly Strate, VP Contracts George Tricker, President Michael Sacco, Leonard Benton, VP Atlantic Coast Joseph Soresi, Annette Hart and husband Jack Hart, Sec.-Treasurer David Heindel and VP Great Lakes Tom Orzechowski.

Stewards Graduate from Recertification Class

Seafarers Describe Benefits of Upgrading at Paul Hall Center

With focus and enthusiasm, six SIU members in early May finished steward recertification at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

Recertification is considered the top Paul Hall Center curriculum available to members of the steward department. Graduating from the most recent course offering were Seafarers **Edward C. Banks, Leonard Benton, Jack Allen Hart Jr., Daniel Herrera, Army Joe Leake and Kimberly Strate.**

The three-week class includes hands-on training, classroom instruction and meetings with representatives from different departments of the SIU and the Seafarers Plans. Among the components are ServSafe, which focuses on safe and sanitary galley operations; first aid and CPR; galley fire fighting; leadership and management skills; computer training; nutrition; and communications.

The stewards received their graduation certificates May 3 during the membership meeting in Piney Point. Following a longstanding tradition, each of them addressed the other upgraders and officials in attendance. Several offered practical encouragement to the unlicensed apprentices in the audience.

Banks was first to the microphone. A Seafarer since 1990, he said some of the course's most useful lessons involved training in conflict resolution and preventing sexual harassment. He also thanked union and school officials and staff members for their hard work.

"The union has been an important part of my life," stated Banks, who sails from the port of Norfolk, Va. "It has helped me to grow professionally, expand my knowledge and see

different countries. I've been able to upgrade my skills for use now and in the future."

Speaking to the apprentices, Banks urged them to "stay focused, study hard and give 110 percent. Trust me, it pays off."

Herrera, whose home port is San Juan, P.R., signed on with the SIU in 2001 and has upgraded several times since then. He described the recertification class as "a very good experience. The instructors and the staff were terrific. It also opened my view of the union and what it's all about.... I encourage everybody to continue to upgrade."

Benton, who sails from the port of Houston, had been a member of the old National Maritime Union (NMU) when it merged into the SIU in 2001. He said the recertification course "was well worth waiting for. It has given me a wide range of knowledge in food service and I will be able to provide better supervision plus maintain a high level of sanitation."

A mariner since 1967, Benton urged his fellow members to "always remember, it's not what's on the (shipping) paper that makes us who we are; it's who we are that makes the paper. The choices you make today will navigate your course for tomorrow."

Piney Point is a familiar setting to Hart, who graduated from the trainee program in 1981 and now sails from the port of Jacksonville, Fla. He said the computer training, ServSafe and conflict resolution sessions were highlights of the recertification class.

"This is the best school for seamen in the world," Hart added. "I have used this school to better my pay and better my life. It has helped me improve my skills.... For those coming into the union now, I would recommend using this school to upgrade their skills as much as they can and as soon as they receive the (sea) time.

"I also would like to say thanks to everyone who helped me along my way to become a recertified steward, especially (retired

Recertified Steward) **James Willey** for taking me under his wing."

Strate joined the SIU in Jacksonville in 2001. She commended the union for "always being supportive" and also urged fellow members to participate in SPAD, the SIU's voluntary political action fund.

"Because of our donations to SPAD, we have the best team going to bat for us every day in Washington, D.C.," she said. "They face a maze of regulations and they need our support."

Strate, whose home port is Baltimore, said that the recertification course as a whole will help her when interacting with fellow crew members and company representatives. A frequent upgrader, she added, "It's always a pleasure to come here. The hotel looks wonderful, as does the entire campus. Every single employee has a great attitude. I have to commend the hotel staff for continuing to provide first-class accommodations. Over the years, including this visit, things just keep getting better."

Turning to the apprentices, Strate stated, "I have a job I love and have a huge extended family. Don't forget to work hard and strive for the professionalism that sets us apart."

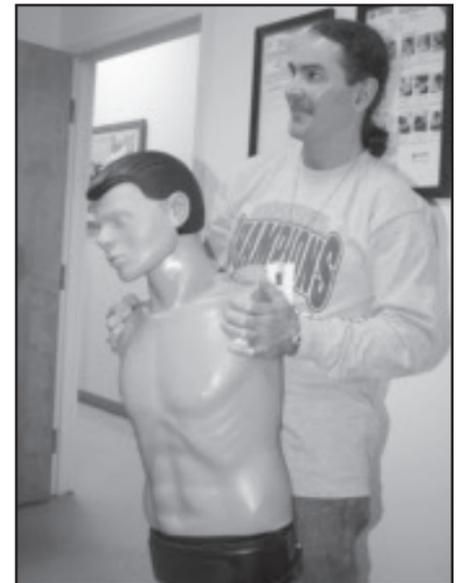
Leake had the final word at the podium. He began by pointing out he's been sailing for 47 years, including 17 with the SIU and 30 with the Navy. He also thanked the union's officials for their hard work, and encouraged fellow Seafarers to contribute to SPAD.

"The SIU has been very important in my life," said Leake, who sails from the port of Norfolk. "I wanted to continue sailing and the SIU provided me that opportunity. I've traveled the globe many times, more than a half-dozen times around the world."

Concerning the recertification class, Leake

said, "I am very appreciative of the entire educational experience that I received. I am particularly pleased that I had an opportunity to learn more about proper food-service procedures and also the fact that I became more educated regarding SIU contracts. The knowledge that I received will allow me to be a more effective steward."

Finally, he told the apprentices, "The training you receive here will give you a strong foundation for a successful career. Study hard, study smart, don't get cocky, and stay focused. Your learning will never end."



First aid and CPR training are included in the recertification class, as reflected in the photos above and below.



Stewards brush up on their fire fighting skills. This part of the course takes place at the Joseph Sacco Fire Fighting and Safety School, which is part of the Paul Hall Center.



Eight Share \$146,000 in Scholarships from SHPB

One active Seafarer and seven dependents now will be able to further their educational aspirations thanks to the recent awarding of grants totaling \$146,000 from the Seafarers Health and Benefits Plan (SHPB).

Meeting May 7 in Charleston, S.C., members of the SHBP Scholarship Committee chose Seafarer **Lon Oliver** along with dependents Robert Firme, Aisha Woods, Margot O'Meara, Eizie Giray, Jacob Miller, Sime Masnov and Molly Johnson as recipients of the calendar year 2010 Charlie Logan Scholarships. Oliver is the recipient of a two-year, \$6,000 endowment while Firme, Woods, O'Meara, Giray, Miller, Masnov and Johnson each will receive four-year scholarships for \$20,000 to attend institutions of their choices.

Following are brief biographical sketches of each scholarship recipient and recaps of their respective educational aspirations.

Lon Oliver

Recertified Bosun **Lon Oliver** is the recipient of the scholarship designated for active Seafarers. He will receive \$6,000 for study at a two-year institution of higher learning.

A native of Oregon, Brother Oliver attended Yamhill-Carlton Union High School for two years and received his GED in 1981. He is an honorably discharged veteran of the U.S. Navy, having served aboard a guided missile destroyer from 1981 to 1984.

Brother Oliver joined the SIU in 1989 in the port of Seattle, Wash. "This allowed me to return to my first love, the sea," he said. He added that since becoming a Seafarer, his life has improved greatly and he is more focused.

"I bought a small piece of land on which I plan to plant a small orchard and grow various types of fruit," he stated. With luck, he hopes sell the "fruits of his labor" and become self-sufficient.

"By taking chemistry and horticulture classes to help me grow the best fruit possible for market, along with business classes to show me how the market works, things should only get better," he said.



Robert Firme

Robert Firme hails from Ewa Beach and is a graduate of James Campbell High School in Hawaii.

Born in the Republic of the Philippines, he is the son of Steward **Roberto A. Firme** (and mother, Bitia.) and has two brothers. Firme posted an overall 4.2 grade point average during his high school tenure and graduated first in his class of 639 students. He is a member of the National Honor Society and the recipient of numerous academic accolades in math, science, English, and history. He was enrolled in the Navy Junior Reserve

Officer Training Corps, ROTC, was active in student government and held membership in a variety of high school clubs including the math, science and robotics teams.

Firme was a member of his high school's varsity tennis team and was extremely active in a host of other non-athletic extra-curricular and community activities. He plans to pursue a four-year degree in civil engineering, possibly at Stanford University where he already has been accepted.

Aisha Wood

Alisha Wood is the daughter of AB **Wilbert E. Wood** (and mother Betty, a teacher). Born in Louisiana, Wood now resides in Argyle, N.Y. She is a 2009 graduate of Argyle High School where she ranked first in her class of 68 with a very high GPA. While in high school, Wood held membership in the Tri Beta Club (Biology), an acapella group and an international student organization.

Wood currently is attending Clarkson University in Potsdam, N.Y. She has already earned 17 credits toward her four-year degree. She plans to major in Biology and someday attend medical school.

"I believe in honesty, responsibility, hard work and people achieving great things simply by having a strong will and an immeasurable passion," she stated in her scholarship application package. "I know I will make a great physician because I have the drive and the passion to help others."



Margot O'Meara

A native Marylander, Margot O'Meara hails from Chester, Md.

She is the daughter of retired Inland Master **James O'Meara** (and mother, Goga, an accounts manager) and has one sister. O'Meara is a 2009 graduate of Kent High



School in Stevensville, Md. While in high school, she achieved an overall 4.03 GPA, was a member of the National Honor Society and earned a myriad of Maryland State academic honors. O'Meara was heavily involved with cheerleading and worked tirelessly in volunteer activities in her community.

O'Meara currently is attending St. Mary's College of Maryland in St. Mary's City, Md. Still in her freshman year, she already has amassed 14 credits toward her degree. She plans to major in Political Science and Economics with minor emphasis in Sociology.

"I have always been interested in government and politics," said O'Meara in the narrative portion of her scholarship application package. "After undergraduate school, I am planning on continuing my education further in law school."

Eizie Giray

Eizie Giray was born in the Republic of the Philippines and is daughter of deep sea Bosun **Rufino J. Giray** (mother, Ruchie, a home maker) and has two siblings.

A resident of Waipahu, Hawaii, Giray graduated from Pearl City High School where she posted a 3.67 GPA and ranked 49th in her class. Eizie devoted her time exclusively to academics during her freshman and sophomore years, but got involved in athletics and extra-curricular activities as a junior and senior. She was active in her school's student council, math team and Polynesian and Leo Clubs.

"Ever since I can remember, my parents have always taught me that education is of the utmost importance; it's the key to making it in life," she said in her scholarship package. Her goal is to earn a bachelor's degree in science and ultimately pursue a career in biomedical engineering.

Giray has applied to three four-year universities: University of Hawaii, La Sierra University and Stanford University.



Jacob Miller

Jacob Miller wants to pursue a career in mechanical engineering.

The son of retired Chief Engineer **Marlin Miller** (mother, Sheryl) Jacob has two siblings.

He was born in Duval County, Fla., and is a graduate of Duncan Fletcher High School in Neptune Beach, Fla. Jacob ranked 98th in his graduating class and posted an overall 4.0 GPA. He excelled in both baseball and basketball while in high school, but baseball was his passion. He had aspirations of playing in college and even in the Majors before a serious injury to his pitching arm brought an abrupt end to his dreams.

"Then I discovered eBay and the world of mechanical engineering and everything changed," he said. "At the instance, all of my aspirations came back to me and I felt



inspired again.

"I discovered that I could modify an Xbox 360 controller and sell it on eBay," he continued, "...and my goal to become a mechanical engineer at the University of Florida had begun."

Jacob has already completed two semesters of study at Florida State Community College. He has earned 25 credits towards his degree.

Sime Masnov

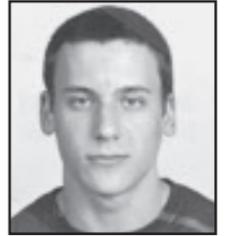
Sime Masnov hails from San Pedro, Calif., and is a 2009 graduate of San Pedro High School.

The son of Chief Engineer **Marijan Masnov** (mother Biserka is a homemaker), Sime has one sibling. While in high school, he was a member of the cross country team and participated in the Los Angeles Marathon. Masnov served as vice president of his school's Croatian Club. Active in his community, Sime was a volunteer tutor in the boys and girls clubs and served as an usher in his church.

Following graduation, he attended Los Angeles Harbor College in Wilmington, Calif., where he earned five credits. He later enrolled at California Maritime where he remains to date and is pursuing his degree in maritime transport. Masnov has earned 62 credits and has an overall GPA of 3.45.

Quoting Booker T. Washington, Masnov believes that "Success is to be measured not so much by the position that one has reached in life as by the obstacles which he has overcome." Applying this quote to his own life, he says that he is a true believer in Washington's assessment regarding success.

"During my time in Pedro (High School) I had many experiences that will always stay with me," he said. After competing in the L.A. Marathon in 2004—on of the hottest of all time, Masnov said, "I felt like I could accomplish anything."



Molly Johnson

Molly Johnson was born in Sonoma, Calif., and currently resides in Healdsburg, Calif.

The daughter of the late Bosun **Michael Johnson** (mother, Kathy), Molly is a 2010 graduate of Healdsburg High School. She achieved an overall 4.0 GPA while attending Healdsburg High and was active in a number of sports, clubs and community activities. Her favorite sport is swimming; she was a four-year member of her high school swim team. Molly hopes to continue swimming while in college.

Johnson plans on pursuing a career in marine biology at either the University of California at Santa Cruz, or at Humboldt State University in Arcata, Calif., where she already has been accepted.

"In school, my favorite subjects were always mathematics and science, and I decided that Marine Biology would be my major when I applied to college," she said.

"I am deserving of this scholarship because I am very determined to go to college," Molly said. "I will be the first generation to finish college."



Members of the 2010 SHBP Scholarship Selection Committee met in Charleston, S.C., to choose this year's award recipients. Comprising the committee (above, from left to right) were: Dr. Keith Schlender, University of Toledo; Dr. Michael Glaser, St. Mary's College (retired); Dr. Louis Fernandez, provost and vice president academic affairs, California State University, San Bernardino; Dr. Trevor Carpenter, College of Southern Maryland (retired); Dr. Charles Lyons, Jr., American Association of Colleges and Universities (retired), and Dr. Gayle Olson, University of New Orleans (retired). Not pictured but participating via phone was Dr. Henry Toutain, dean of students, Gustavus Adolphus College.

Lakes Contracts Include Numerous Gains

The union recently wrapped up negotiations with three different companies in the Great Lakes region, and in each case, the agreements call for wage increases and other gains.

According to SIU Vice President Contracts George Tricker, a long-term contract has been completed with KK Integrated Shipping LLC, based in Menominee, Mich. Seafarers sail aboard two integrated tug-barge units operated by the company. The contract includes wage increases in each of its first eight years, followed by a wage reopener. It also features vacation benefits along with Paul Hall Center benefits for training and upgrading. Finally, it includes health care coverage and a 401(k) plan.

Meanwhile, a new five-year contract is in place at

Luedtke Engineering, located in Frankfort, Mich. The pact stipulates yearly wage increases while maintaining Seafarers Health and Benefits Plan coverage at the "CorePlus" level, the highest available. Additionally, the contract calls for company contributions to the Seafarers Money Purchase Pension Plan and maintains pension benefits. It offers members the opportunity to participate in the Seafarers 401(k) Plan and also includes Paul Hall Center benefits for training and upgrading.

The third agreement covers employees at Champion Auto Ferry, based in Algonac, Mich. This four-year pact calls for a wage increase and includes a wage reopener. It also maintains medical and pension benefits.

For both the KK Integrated Shipping and Champion

contract negotiations, the union was represented by SIU Vice President Great Lakes Tom Orzechowski, Algonac Port Agent Todd Brdak and Algonac Representative Don Thornton. For the Luedtke talks, the union was represented by those same three individuals along with Joliet Port Agent Chad Partridge and Algonac Safety Director Monte Burgett.

Orzechowski credited not only the union's negotiating teams but also the company representatives for hammering out good, fair agreements.

"As everyone knows, it's very rare in this economy to be able to secure new contracts that boost wages while maintaining benefits," he said. "These new agreements do just that, and I think they reflect well on the membership and on our contracted companies."

Notice/Reminder

Credit for Sea Time in Reduced Operating Status

The National Maritime Center has laid out policy on evaluating experience aboard vessels that are underway for only limited periods.

The guidance affects evaluating sea time for Merchant Mariner Documentation and training requirements. Especially affected are mariners assigned to reduced operating status (ROS) vessels. According to NMC Policy Letter 09-01, service on ROS ships can be credited without restriction on days when the vessel is underway. But when the vessel spends the majority of its time moored, with reduced crews and limited operating systems like most ROS ships, time of service on these ships can be credited as follows:

Engineering Department

Service may be credited for up to one-half of the required service for the particular license or MMD applied for, but not more than 180 days of credit, at the rate of three days equals one day of credit.

Deck Department

For renewal of licenses and MMDs, mariners who demonstrate three years of service within the last five years, in any capacity in the deck department, will be eligible for renewal. For a raise in grade/upgrade of MMD rating, service may be credited for upgrade if it is similar in nature to the duties performed aboard an in-service, underway vessel. Such service may be credited for up to 180 days of the service required for an upgrade at the rate of three days of service equals one day of credit. For an original license or MMD, service may be credited for up to one-half of the required service for the particular license or MMD applied for, but not more than 180 days of credit, at the rate of three days equals one day of credit.



The *Overseas Martinez* is the ninth vessel in its class.



Aker Philadelphia Delivers OSG Tanker

Union-contracted Aker Philadelphia Shipyard on May 14 delivered the ninth Veteran-Class product tanker in its series of 12 such ships. The *Overseas Martinez* was slated to leave the shipyard later in the month under the operation of SIU-contracted OSG America. The vessel will transport petroleum products for Tesoro.

Several weeks earlier, a small ceremony was conducted to bless and formally name the vessel. At that time, Aker Philadelphia Shipyard President and CEO Jim Miller credited the delivery to the strong teamwork demonstrated by the yard's employees.

"There is an unspoken recognition here that when one team is successful, we are all successful, and I believe that spirit is contagious," Miller stated. "The end result speaks for

itself. Here we stand on this beautiful 600-foot-long vessel handcrafted with the hearts of each employee. It's truly amazing."

Aker Philadelphia has three other ships currently under construction as part of its historic build program (the largest-ever order for commercial tankers). All are scheduled to be delivered through spring 2011.

The other SIU-crewed ships built by Aker Philadelphia for OSG are the *Overseas Houston*, *Overseas Long Beach*, *Overseas Los Angeles*, *Overseas New York*, *Overseas Texas City*, *Overseas Boston*, *Overseas Nikiski* and *Overseas Cascade*. Each of those vessels is 46,000 dwt and can carry 332,000 barrels. Each is 600 feet long, has a beam of 105 feet and can sail faster than 14 knots.



Pictured aboard the ship are (from left) SIU Sec.-Treasurer David Heindel, Aker Philadelphia Shipyard President and CEO Jim Miller, SIU President Michael Sacco and SIU VP Atlantic Coast Joseph Soresi.



OSG Senior VP Capt. Robert Johnston (left), SIU Exec. VP Augie Tellez



A union-contracted facility, Aker Philadelphia Shipyard also built four containerships for Matson Navigation Company.



The shipyard has built nine tankers and has three more under construction.



JACKSONVILLE HALL A WINNER – Recertified Bosun John Grosskurth (right) submitted this photo of him and his wife, Pat, and SIU President Michael Sacco. The snapshot was taken late last year during a ceremonial opening of the new SIU hall in Jacksonville, Fla. “I’m very impressed with the new hall and the wonderful meal that was given for the membership,” the bosun said.



BOSUN CALLS IT A CAREER – Bosun George Pino (center) recently retired, following an SIU career that dates to January 1974. A frequent upgrader, Pino first sailed on the *Seatrain Oregon*. His last vessel was the *Sealand Hawaii*. At various times, he worked under and assisted the port stewards of Oakland, Calif., Tacoma, Wash., and Elizabeth, N.J. He most recently served as lead bosun of the Oakland shore gang. Congratulating him at the Oakland hall are (from left) Administrative Assistant Diana Marrone, Asst. VP Nick Celona, VP West Coast Nick Marrone and Dispatcher Nick Marrone II.



AB EARNS COLLEGE DEGREE – AB Ernest Frank (third from right) recently earned an Associate of Applied Science degree through the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Frank picked up his diploma during the May membership meeting at the school, where he was congratulated by (from left) SIU VP Atlantic Coast Joseph Soresi, Sec.-Treasurer David Heindel, Exec. VP Augie Tellez, President Michael Sacco, VP Contracts George Tricker and VP Great Lakes Tom Orzechowski. Briefly addressing his fellow Seafarers, Frank said the college program “is a fantastic opportunity and I hope to see more people take advantage of it.”



FULL ‘B’ BOOKS PRESENTED – Two members recently were sworn in and received their respective B-seniority union books at the hall in Oakland, Calif. Pictured above, SA Musa Alhaj (right) is congratulated by Asst. VP Nick Celona. In the photo below, AB Gemini Tacang takes the union oath.



AMERICAN TERN RETURNS – The *American Tern* called on the West Coast in early March, after participating in Operation Deep Freeze 2010 (the annual resupply mission to McMurdo Station in Antarctica). SIU Wilmington Port Agent Jeff Turkus and Safety Director Abdul Al Omari paid off the ship and sent along these photos. In the image at left, Turkus (right) is shown with Bosun Hernando Bansuelo (left) and Capt. Brian O’Hanlon. In the photo above, pictured from left to right are Steward/Baker Gregory Broyles, SA Rickey Roberson and Chief Cook Ziting Xu.



TUG VALOUR MEMORIAL GOLF TOURNAMENT – A spokesperson from SIU-contracted OSG Ship Management reports that the 2010 Tug Valour Memorial Golf Tournament was a big success. More than 200 individuals signed up for the event, which took place in Dade City, Fla. Pictured here, OSG Senior VP Capt. Robert Johnston (holding microphone) addresses the crowd. Also in the photo are (from left) committee volunteers Amy Hajek, Marty Timney, Patty Turner and John McKenzie (tournament chairman) and Paul Hall Center Unlicensed Apprentice Joseph Tucker. The yearly, non-profit tournament originally was a fund-raiser for surviving family members. It now generates funds to provide maritime education opportunities and, to date, has granted nine Paul Hall Center apprenticeships of approximately \$3,000 each to cover various expenses related to travel, documentation, uniforms and more. SIU VP Gulf Coast Dean Corgey, Ft. Lauderdale Port Agent Kris Hopkins and Paul Hall Center VP Don Nolan were among this year’s participants. The tournament is named after the tug which tragically sank in early 2006, claiming three lives, including those of longtime SIU member Ron Emory and former Seafarer Fred Brenner. The date for next year’s tournament already is set: April 29, 2011.



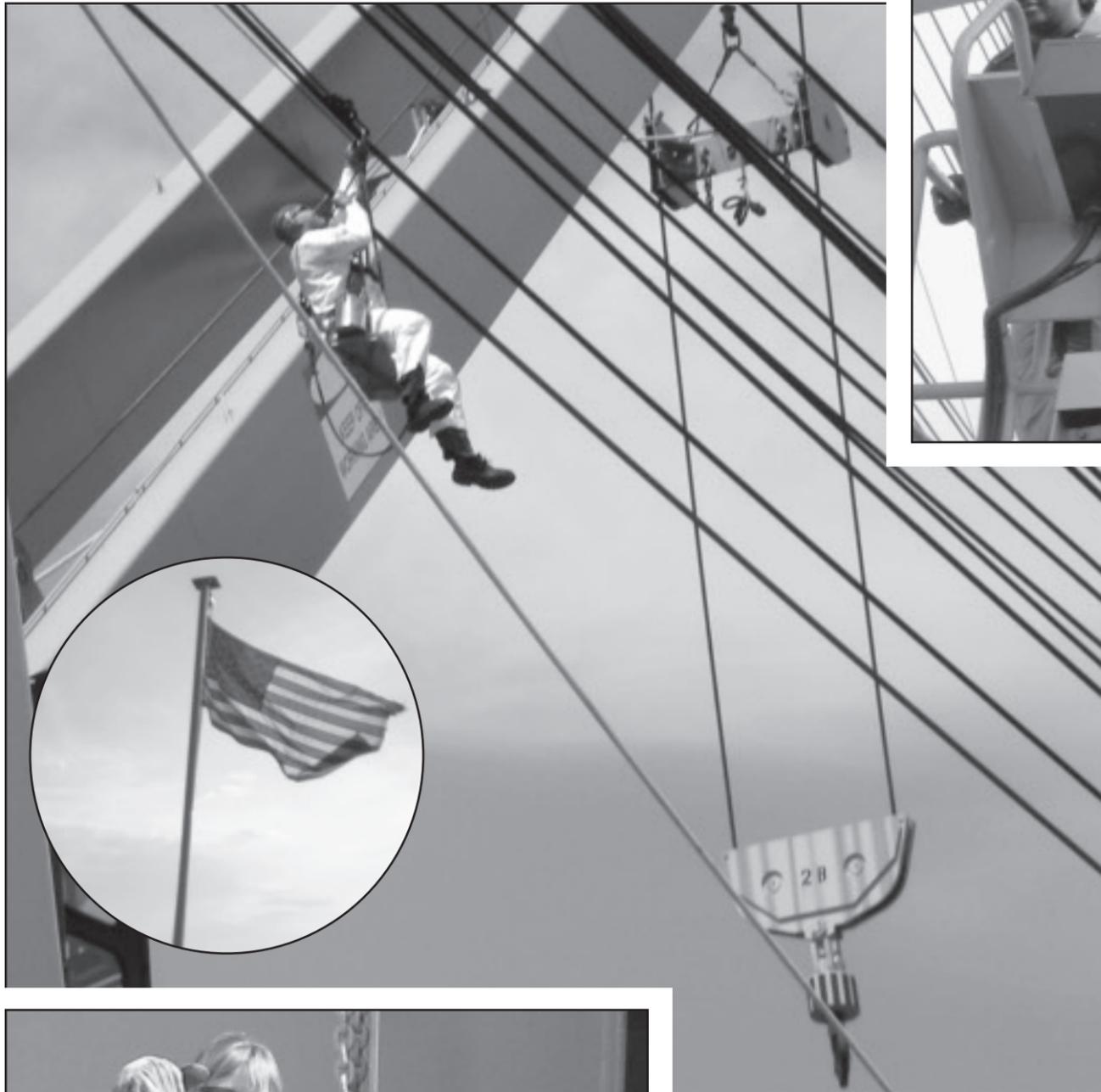
ABOARD THE SEALAND CHAMPION – In early April, the *Sealand Champion* paid off in New York, and Patrolman Mark Von Siegel took these images. The group photo includes (from left) AB David Freeman, Chief Cook Michael Harris, Recertified Steward Willie Massaline, SA Sarrod Dognia and AB Anecito “Tito” Limboy.

Snapshots from the USNS Pomeroy

Bosun **Mark Coleman** submitted these photos (and those on the next page) from a voyage aboard the prepositioning vessel *USNS Pomeroy*. Among the mariners pictured are Coleman, AB **King Scott**, AB **Oliver Dailey**, AB **Cortney Williams**, STOS **Jason Davis**, SA **Araceli Brunson**, STOS **Carus Peet**, AB

Quince Harrington and Chief Mate **Alex Piper**.

Operated by Ocean Shipholdings Inc. for the U.S. Military Sealift Command, the *Pomeroy* is a large, medium-speed, roll-on/roll-off vessel (LMSR). It is 950 feet long, has a beam of 106 feet and can sail at up to 24 knots.







Rev. Msgr. Karl A. Chimiak



Don Nolan
VP, Paul Hall Center



Anthony Naccarato
Trustee, Paul Hall Center



Orlando Gotay Jr.
U.S. Maritime Administration



Members of the Fay Family react to a light moment during the May 11 ceremony which christened and dedicated a vessel to the union's late Executive Vice President John F. Fay. In the front row (from left) are son and daughter John Fay Jr. and Phyllis Fay, the late Brother Fay's wife; and SIU Electrician Mike Fay, another of Fay's sons. In photo at immediate right, Michael Sacco delivers remarks to those in attendance at the ceremony. Brother Fay's third son, Patrick Fay (right in photo) joins his mother and brother as they make their way to dockside for the vessel's christening.

Union Names Vessel in Honor of Late



David Heindel
SIU Secretary-Treasurer



John Fay Jr.



Michael Fay

Some 200 union officials, dignitaries and guests gathered May 11 at the Piney Point, Md.-based and SIU-affiliated Paul Hall Center for Maritime Training and Education to christen and dedicate a vessel to the memory of the union's late Executive Vice President John F. Fay. Brother Fay passed away in 2005.

SIU President Michael Sacco headed the list of union officials who joined members of Fay's family to pay tribute to John, who was lauded not only as a proud and loyal Seafarer, but also as a trusted friend and tireless leader. In addition to Sacco, the ceremony was attended by Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel and Vice Presidents George Tricker, Tom Orzechowski, Dean Corgey, Nick Marrone and Kermet Mangram. Also present were: Michael Desjardins, president, SIU of Canada; Roman Gralewicz, president emeritus, SIU of Canada; Orlando Gotay Jr. of the U.S. Maritime Administration; SIU Plans Administrator Margaret Bowen; Paul Hall Center Vice President Don Nolan; UIW National Director John Spadaro and a number of other officers, staff and trustees of the Paul Hall Center.

Fay family members in attendance included Mrs. Phyllis Fay, the late Brother Fay's wife, who served as Godmother during the naming ceremony; sons John Fay Jr., SIU Electrician Michael Fay and Patrick Fay; daughter Kelly Fay; and grandchildren Kelly Fay, Patrick Fay, Shaina Fay and Shane Fay. Four of Brother Fay's siblings also were in attendance: brothers Francis Fay and Charles Fay with wife Mary; and sisters Clarie Quinland and Cathrine Tompkins.

Following an inspirational invocation by Monsignor Karl Chimiak of St. George's Catholic Church in Piney Point, Nolan welcomed those present and introduced the ceremony's speakers. First to take the microphone was Anthony Naccarato, Paul Hall Center trustee.

Naccarato expressed his extreme delight with the school's decision to name its new training vessel in honor of his good friend, the late John F. Fay.

"John was truly a wonderful person, a family man, a friend and outstanding labor leader," he said. "He was not afraid to speak his mind, especially on behalf of those he swore to represent, but he was always a gentleman and he never made it personal."

"It is befitting to name a vessel that will train the next generation of seafarers, after a person that devoted his life to seafarers," Naccarato continued. "It is inspiring to name a vessel that will teach discipline and self reliance, after a person who understood the value of duty and responsibility."

"It is appropriate to name a vessel that will teach men and woman the power and gratification gained from having the skills to earn an honest living, after a person that committed his life to the notion that every worker should be treated fairly and respectfully," Naccarato said. "It is wonderful to name a vessel that will teach that there is dignity in a hard day's work, after a person who understood the value of hard work."

Paying his personal tribute to his departed friend, Naccarato said, "John, very few of us are chosen for greatness. You were among those chosen. You gave strength to those without power; hope to those in despair; and support to those who were abandoned."

"All of us are here today to celebrate the knowledge that you faithfully steered the course that He (God) set for you, and that you have now returned to your home port to receive your well-earned payoff for a job well done."

"As we navigate our own lives, we will use your commitment to others as our North Star and your amazing capacity for com-

passion as our infallible compass," Naccarato continued. "This vessel will always be a symbol of the magnificent legacy you have left behind and may all who train aboard her be infused with the same humanity and affection that you always exhibited for your fellow man."

"John, my friend, may you rest in peace," he concluded.

Heindel was next to address those in attendance. After expressing his appreciation for the chance to speak about an individual who meant so much to him personally and to the union as a whole, Heindel said, "John Fay was my mentor and my friend. He was someone I looked up to, and not just because of his towering height."

"John was as genuine as they come," Heindel continued. "He had a knack for bringing people together for sensible compromise. He paid strict attention to every last detail, no matter the task."

Heindel said that he knew Fay was not only a devoted family man, but also completely dedicated to the union, including the SIU-affiliated school in Piney Point. "He cared about the membership," Heindel said. "He always stood up for the underdog. He was always ready to lend a hand."

Reflecting on Fay's varied contributions to the union, Heindel offered, "John served our union in just about every capacity, first as a member and then as an official. He signed on with us a teenager and he never left. As a result, tens of thousands of mariners are better off than they would have been without John's influence."

Heindel described Fay's impact on the SIU as extremely wide-ranging and included a huge body of crucial work that promoted the union's international interests. "He started those efforts back in 1975, primarily with the International Maritime Organization, the International Labor Organization and the International Transport Workers' Federation," Heindel noted. "Fast forward 20 years to 1995, and John became the first American ever to serve as chairman of the ITF's Seafarers' Section. That was truly an historic accomplishment...John's work really did benefit all mariners, not just SIU members, or U.S. mariners. He opened a lot of new doors and he certainly helped amplify America's voice in international maritime issues."

"I feel proud and humbled to follow in John's footsteps, both in the international arena and as secretary-treasurer of the SIU," Heindel concluded. "He gave so much guidance and insight that I really couldn't go wrong. I'm grateful to have known him, and he will always be my friend."

"It's hard to believe almost five years have gone by since John passed away," Sacco said as he addressed the audience, "but I can tell you beyond any doubt that his legacy continues, and his work on behalf of both the SIU and the school is still bearing fruit."

Contemplating his relationship with Fay, Sacco said, "From the moment I became president of the SIU, John was someone I turned to, and someone I knew I could trust. Those were critical days for our organization, and it meant the world for me to have someone as loyal and honest and intelligent as John as my confidant."

"John wasn't the kind of person who told people what they wanted to hear," Sacco recalled. "He was the kind who told it like it was. He was a straight shooter and he loved the SIU to his very core. Having him as a sounding board was simply invaluable, and it helped me make better and stronger decisions."

But Fay did much more than merely provide advice, Sacco said. "He devoted his life to our union and to our affiliated school here in Piney Point. He helped build our foundation and helped shape us into the well-respected, highly effective organization we remain today."



vessel in memory of
and Kelly Fay; Mrs.
e right, SIU President
im photo at far right)



Executive Vice President John F. Fay

“John also did a particularly terrific job in promoting the U.S. Merchant Marine in the international arena,” Sacco said. “It’s not often you can point to one specific individual for this kind of credit, but the truth is that John performed groundbreaking work in helping solidify a strong, efficient, valued presence for the U.S. maritime industry in international affairs, particularly with our friends at the International Transport Workers’ Federation.”

“When I think about John,” Sacco told the audience, “I think of someone who appreciated everything he had in life. And that’s because he earned all of it. John was a great leader whose strength and stability and loyalty to the SIU membership were second-to-none.”

“I was fortunate to spend a lot of time with him, not just at the office or in the union halls or aboard ship but also on the road,” Sacco continued. “We got to know each other very well. John was a humble guy and he had a deliciously dry sense of humor – something I appreciated more and more as we traveled

together.

“I think it’s most appropriate that we name this training vessel after our good friend and union brother, John Fay,” Sacco said. “While I think he would be uncomfortable with the attention, I know that this is a well-deserved honor for someone who cared about each and every person who sailed with the SIU.”

“As the next generation of Seafarers learns and refines their skills aboard this boat, may they approach their opportunities with the same resolve, dignity and determination as the man for whom the vessel is named,” Sacco concluded.

Two of Fay’s sons—John Jr., an attorney from Louisiana, and Mike, an SIU electrician—also addressed ceremony attendees.

“On behalf of my mom, my brothers and my sister and me, we want to thank you for this great honor,” said John Jr. “It’s really touching for us to hear these things and to recognize how much my father meant to the union.”

John Jr. shared a story that he felt reflected the widespread

bond of the “Brotherhood of the Sea.” The story involves his father’s SIU lapel pin, which he wears daily as a remembrance to his Dad.

“Ever since my Dad passed away, I’ve been wearing one of his pins,” John said. “Every day I put it on my suit and people would ask me what it was and what it was about. One day I was at a meeting at court and the judge recognized my pin as a Seafarers pin. The judge told me he had an uncle who once was in the Seafarers and that he was very close to him. The judge said that his uncle told him many stories about when he was at sea.”

Like himself, John Jr. said, the judge also had recently lost his own father. “We developed a bond. So that night when I got home, I wrote the judge a note and sent him one of the Seafarers pins that the union had given to my father.”

When Hurricane Katrina hit Louisiana and the Gulf Coast,

Continued on Page 14



Paul Hall Center staff members and unlicensed apprentices make final checks to ensure that all aspects of the christening and naming ceremony are a go.

MV John F. Fay Takes Place as PHC Training Vessel

"... Father, let us continue to carry the blessed banner of John Fay, this banner of blood, sweat and tears that is the foundation of the Paul Hall Center that makes it stand out in the Seafarers International Union like a bright beacon of light. As you have honored and blessed John F. Fay in giving him a new command, to pray for us in the eternal now, and to assist these fine men and women who will use this craft and become masters in their fields..."

---Monsignor Karl Chimiak of St. George's Catholic Church May 11 in Piney Point, Md., as he anointed and blessed the *MV John F. Fay*

Continued from Page 14

John Jr. and his family, like scores of other residents were forced to evacuate. "I left town with a pair of shorts and a T-shirt, and ended up having to buy a whole set of new suits while we were evacuated," he said.

"Two years later, during Hurricane Gustav, we were evacuating again and my wife said we're not re-outfitting you again so she made me pack a couple of suits" he continued. "So I put my favorite suits, one of which had my pin on it, in a bag and evacuated to Nashville (Tennessee) where my son was in college.

"I never had to take the suits out of the bag and when Gustav passed we all went home," he explained. Upon arriving back home in Louisiana and unpacking his car, John Jr. discovered that his suit bag was missing. "My suits and my father's pin were gone," he said.

Some two weeks later while attending the funeral of another judge, John Jr. said he saw the same judge to whom he earlier had given one of his dad's union lapel pins. "When he saw that I was not wearing my pin, he asked me what happened to it." John Jr. told him about the Gustav evacuation and the circumstances surrounding the apparent loss of his suits and more importantly, the loss of his father's Seafarers union lapel pin.

"The next day when I got to my office, I had this note from the judge which I'd like to read because I think it really signifies and speaks volumes about what this organization means to the people who are in it and to their families," he said. "The pin says Brotherhood of the Sea and as I put it on every day, I think about my dad and what the words really mean.

"The note (from the judge) is dated Feb. 12, 2009," he continued. "It reads, Dear John... I simply could not abide by with the idea that I'm in possession of an SIU lapel pin given to me by you at the same time that the hurricane has deprived you of yours, particularly knowing the family importance it holds for you. My uncle, the late Fedele DiGiovanni — a proud SIU member, would want you to have it. Wear it with the same love and pride for your father that led you to give it to me in the first place. It belongs on your chest. Please accept its return with appreciation and respect for your kind gesture to me..." To John Jr., it was this exchange between two men whose lives had been touched by members of the Seafarers, symbolized by the back and forth of the SIU pin, that brought home the union's meaning and influence.

John Jr. continued, "The postscript to the story is that last year in June when my wife and I went back to Nashville for my son's college graduation, my son asked, 'Dad are you missing a couple of suits?' Well, it turns out that the suits and my Dad's pin, that were thought lost during the Hurricane Gustav evacuation, were in the back of my son's dorm room closet. I had thought that the suits had been stolen out of the car on the ride home, but the suit bag was in his closet. So I got the suits back and I got my Dad's SIU pin back."

Like his brother, Mike extended his heartfelt thanks to everyone present for "...the honor you are affording my father today. I'm just so glad that my mom was able to be here today because you all know the sacrifices my dad made by being away from home and all," he said. "But it was just as hard on my mom because she kept the house together in my dad's absence. She did a wonderful job and I think this (the ship naming ceremony) is a great Mothers' Day gift.



Monsignor Carl Chimiak of Piney Point, Md.'s St. George's Catholic Church anoints the *MV John F. Fay*.

"I have my daughter here today and as everyone knows, she runs around the hotel like she owns it," Mike continued. "I have to constantly stay on her, telling her to take it easy and slow down."

Mike said the actions of his daughter make him "...think back to when I was her age back in 1968 or 1969 down here and it was me and my brothers and sisters running around in the old wooden hotel. Long before I knew what the SIU was or even what a union was, I knew this was our family," he continued. "The people down here, we grew up together.

"This wasn't just my dad's job, it was his life and I think this is why we are dedicating this vessel," Mike surmised. "He wasn't retiring from here with a gold watch and plaque. You know, he is still here on the job," he said as he looked toward the vessel which was docked nearby.

"My father, as important as he was — and I traveled with him — treated the kid mopping the floor with the same respect he afforded the president of a shipping company," Mike said. "He was friendly to everybody, he never talked down to anybody and I'm trying to use all of that as a guide to live my life."

"I want to thank Don Nolan and his staff here for everything. They are first class all the way," Mike concluded. "You can come to that door any hour of the day, expected or unexpected and the staff always gives you their absolute best."

With the conclusion of Mike's remarks, Father Chimiak anointed and blessed the vessel. Moments later, Mrs. Fay officially christened it the *MV John F. Fay*. Rather than inaugurating the vessel with the traditional bottle of champagne, Mrs. Fay befittingly baptized it with a huge jug of Tabasco Sauce, one of her late husband's favorite condiments.



Shaina Fay sounds three whistles from the bridge of the *MV John F. Fay* to officially put the vessel into service. Shaina is the daughter of Electrician Mike Fay and granddaughter of the late SIU Executive Vice President John F. Fay, for whom the vessel was named.

Waterfront Improvements Upcoming

Just prior to the dedication ceremony for the *MV John F. Fay* May 11, several union officials, joined by officers and trustees from the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC), ceremoniously broke ground to mark the beginning for a much-anticipated waterfront restoration project.

Turning the first shovels of earth to signify the official start of construction were: SIU President Michael Sacco; SIU Executive Vice President Augie Tellez; SIU Secretary-Treasurer David Heindel; SIU Plans Administrator Margaret Bowen; PHC Vice President Don Nolan and PHC Trustee Anthony Naccarato.

"At some point down the road—hopefully in a couple of years or so—this entire waterfront will be entirely redone," Heindel told onlookers witnessing the groundbreaking. "Everything will be spic and span and ready to take on another 50 years of new life.

"When it's all done, we will dedicate it to the memory of John Fay and in his honor," Heindel said.

The project will take place along the waterfront and pier area of the school's Piney Point, Md.-based campus. According to Nolan, the project will be all-inclusive and entail the removal of:

- More than 1,500 feet of old piers
- In excess of 1,000 feet of old bulkheads, and
- The old railway, marina, Hagglund Crane and marine museum.

Slated for replacement are:

- Pier 45 with new concrete pier and floating concrete marina (12 double slips), and
 - Old seawall with revetment rock.
- Among the area's new features will be:
- A 100-foot marshland
 - A waterfront park (green)
 - Single-point davit with fast rescue boat capability
 - Pier site for the *MV John F. Fay* training vessel, and
 - Lifeboat davit and new lifeboats.



Union officials, officers and trustees from the Paul Hall Center (PHC) officially launch a highly anticipated waterfront restoration project at the school. Participating in the ceremony were (from left to right) SIU Executive VP Augie Tellez, PHC VP Don Nolan, PHC Trustee Anthony Naccarato, SIU Secretary-Treasurer David Heindel, SIU President Michael Sacco and SIU Plans Administrator Margaret Bowen.

USNS Mercy begins Pacific Partnership



The Seafarers-crewed U.S. Military Sealift Command (MSC) hospital ship *USNS Mercy* (above) departed Naval Station San Diego May 1, beginning its part in Pacific Partnership 2010 – a five-month humanitarian and civic assistance mission to Vietnam, Cambodia, Indonesia and Timor-Leste. According to MSC, Pacific Partnership 2010 “is a mission that will take medical, dental, veterinary, engineering and civic assistance projects to Southeast Asia and Oceania to build on relationships that have been developed during previous similar missions....” Members of the SIU Government Services Division sail in the unlicensed positions aboard the *Mercy*. In this photo, pallets are positioned near the ship in San Diego. The labels say “Project Handclasp,” which is part of this year’s Pacific Partnership mission. (U.S. Navy photo by Mass Communication Specialist 3rd Class Matthew Jackson)

Personal

Electrician Gregory Thomas

Please contact David Milligan at P.O. Box 971, Reno, NV 89504

June & July 2010 Membership Meetings

Piney Point.....	Monday: June 7; *Tuesday: July 6
Algonac.....	Friday: June 11, July 9
Baltimore.....	Thursday: June 10, July 8
Guam.....	Thursday: June 24, July 22
Honolulu.....	Friday: June 18, July 16
Houston.....	Monday: June 14, July 12
Jacksonville.....	Thursday: June 10, July 8
Joliet.....	Thursday: June 17, July 15
Mobile.....	Wednesday: June 16, July 14
New Orleans.....	Tuesday: June 15, July 13
New York.....	Tuesday: June 8, July 6
Norfolk.....	Thursday: June 10, July 8
Oakland.....	Thursday: June 17, July 15
Philadelphia.....	Wednesday: June 9, July 7
Port Everglades.....	Thursday: June 17, July 15
San Juan.....	Thursday: June 10, July 8
St. Louis.....	Friday: June 18, July 16
Tacoma.....	Friday: June 25, July 23
Wilmington.....	Monday: June 21, July 19

* Piney Point change created by Independence Day holiday

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

Dispatchers' Report for Deep Sea

April 16, 2010 – May 15, 2010

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	13	4	3	12	8	0	1	10	9	7
Anchorage	1	1	0	0	0	0	0	1	6	0
Baltimore	4	4	1	4	1	0	0	9	11	2
Fort Lauderdale	10	13	3	11	9	1	10	20	22	9
Guam	4	6	0	0	7	0	0	8	6	0
Honolulu	10	5	1	6	4	0	4	17	18	2
Houston	57	19	3	40	26	1	29	108	43	9
Jacksonville	37	20	1	17	10	1	12	65	48	9
Joliet	4	10	0	3	5	1	0	2	8	0
Mobile	8	9	2	7	2	0	1	18	14	4
New Orleans	12	5	1	11	4	1	3	20	10	4
New York	51	22	3	29	20	3	17	78	33	8
Norfolk	19	25	4	13	26	4	6	23	49	14
Oakland	17	12	0	14	3	0	6	43	25	1
Philadelphia	2	5	0	6	7	0	3	4	10	0
Piney Point	1	5	3	0	2	2	0	1	5	7
Puerto Rico	4	4	0	7	6	0	5	8	15	1
Seattle	33	21	0	33	13	2	9	58	40	1
St. Louis	2	7	0	0	5	0	0	4	11	0
Wilmington	29	30	2	16	20	1	19	61	51	17
TOTALS	318	227	27	229	178	17	125	558	434	95

Engine Department										
Algonac	0	4	3	2	2	0	0	1	4	4
Anchorage	0	2	0	0	1	0	0	1	4	0
Baltimore	5	6	0	3	5	0	1	9	7	1
Fort Lauderdale	7	7	0	10	1	0	6	16	10	0
Guam	0	1	0	1	4	0	0	1	3	0
Honolulu	7	2	1	4	1	1	1	14	12	1
Houston	19	9	3	12	8	1	8	32	18	4
Jacksonville	14	21	1	16	7	0	9	29	39	1
Joliet	3	4	0	6	1	0	0	1	1	0
Mobile	11	2	0	2	2	0	2	17	5	0
New Orleans	5	0	0	4	2	0	3	9	3	0
New York	16	11	2	7	7	0	3	30	19	4
Norfolk	10	15	0	8	10	0	1	14	25	1
Oakland	11	10	0	7	7	0	7	22	16	3
Philadelphia	6	4	0	1	4	0	1	8	3	0
Piney Point	1	0	0	0	0	0	0	3	3	0
Puerto Rico	2	10	0	6	4	0	5	3	18	1
Seattle	11	11	0	14	8	0	9	21	22	0
St. Louis	0	1	0	1	3	0	0	0	3	1
Wilmington	6	5	4	8	9	1	4	25	19	4
TOTALS	134	125	14	112	86	3	60	256	234	25

Steward Department										
Algonac	4	1	1	3	0	0	0	3	2	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	8	3	0	5	1	0	1	8	2	0
Fort Lauderdale	7	6	0	6	5	0	4	7	10	0
Guam	4	0	2	1	0	0	0	4	1	2
Honolulu	7	2	0	10	3	0	0	30	2	1
Houston	20	7	1	12	3	1	6	33	12	0
Jacksonville	7	7	0	8	4	0	2	24	14	0
Joliet	1	1	0	1	1	0	0	0	1	1
Mobile	6	1	0	6	2	0	4	9	5	0
New Orleans	9	1	0	7	0	0	3	11	6	0
New York	24	2	0	25	2	1	6	32	10	0
Norfolk	7	10	1	4	5	0	2	14	21	3
Oakland	20	5	0	6	5	0	1	35	6	0
Philadelphia	1	1	1	3	0	1	1	1	1	0
Piney Point	5	3	0	3	0	0	0	3	3	0
Puerto Rico	2	1	1	0	1	0	1	5	5	1
Seattle	29	6	1	12	4	0	5	33	8	1
St. Louis	2	0	1	0	0	0	0	3	1	1
Wilmington	18	2	1	20	4	0	12	42	12	3
TOTALS	181	59	10	132	40	3	48	297	122	14

Entry Department										
Algonac	1	13	3	0	7	3	1	2	17	5
Anchorage	0	0	0	0	1	0	0	0	0	0
Baltimore	0	8	1	0	6	2	2	0	6	4
Fort Lauderdale	0	3	4	0	5	1	2	0	11	12
Guam	0	1	1	0	0	0	0	0	2	1
Honolulu	2	7	3	1	2	4	0	3	13	12
Houston	1	10	5	1	9	2	2	5	29	21
Jacksonville	2	13	8	3	13	2	1	4	34	14
Joliet	0	8	0	2	5	0	1	2	1	1
Mobile	1	2	1	0	2	0	0	1	8	6
New Orleans	0	3	2	0	3	3	0	1	6	4
New York	3	24	3	4	16	4	1	16	56	22
Norfolk	0	15	7	0	10	5	1	0	33	34
Oakland	1	11	7	3	7	1	0	5	30	10
Philadelphia	0	0	1	0	1	2	1	0	3	1
Piney Point	0	5	13	0	6	13	2	0	3	4
Puerto Rico	1	1	0	0	0	0	0	2	1	1
Seattle	5	12	4	6	7	1	2	12	21	11
St. Louis	0	0	0	0	0	0	0	0	0	0
Wilmington	4	13	9	4	9	0	1	10	37	31
TOTALS	21	149	72	24	109	43	17	63	311	194

GRAND TOTALS: 654 560 123 497 413 66 250 1,174 1,101 328

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

**Tom Orzechowski,
Vice President Lakes and Inland Waters**

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

**Kermett Mangram,
Vice President Government Services**



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Government Services Division: (718) 499-6600

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(215) 336-3818

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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 in Oakland, Calif.

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



Gregory Keene
Recertified Steward

One of the main things is the camaraderie with the crew. The time off that you get so you're able to enjoy things, also. I live overseas, so it gives me an opportunity to spend more time with my family. I have a lot more freedom with that. Just the overall aspect of the merchant marine is a wonderful life for me. I couldn't think of wanting to do anything else.

Michael Wells
Electrician

Where else can you work six months of the year and make superior cash, and have



the steward department is pretty good. I've been sailing for almost 30 years, since I was 19 years old. I enjoy pretty much all of it, especially in this type of economy. Somehow we're still shipping out pretty good in our department. I would never trade it for any other job. Hopefully I can stay for another 15 to 20 years.



Barry Alviso
Recertified Steward

Number one, the lifestyle that it provides for me and family. The freedom, the time off in between. Being away at sea is a different way of life and it's not for everybody. I seem to handle it fine. The pay is good – I can support my family. I enjoy the work. I like cooking and hearing positive feedback, and it's an important part of being out at sea on a ship. You make bonds with a lot of different people and you get to see different places. It's exciting.

the freedom to live anywhere in the world where you want to live? I happen to live in Thailand. Where else can you take 100-day vacations as the norm? It's very atypical of an American to be able to have so much time off. What I also like about my job is that every day is different. Every day brings something new – I could be on any part of the ship at any given moment.



Saher Ali
AB

I like to travel to different countries. I make good money and when I get off the ship I have time to spend with my family. That's what I like about Seafarers. I've been sailing for eight years. My last ship was the *Sealand Intrepid* and I had a really good experience on it. I learned a lot. I sailed with the bosun, **Matt Bevak**, and he taught me a lot of things.

Antedio Liguid
Chief Cook

I like my job. Sailing in



Pic-From-The-Past



Seafarers examine the provisions of their new standard freight agreement in the recreation room of the hall in the Port of New Orleans. Pictured (from the left) are Steward Lee de Parlier, Waiter Cosby Linson, FOW Johnny Medvesky, AB Bill Storey and Messman Bill Gillespie. The agreement, which among other features called for a five to 15 percent wage increase for all hands, was unanimously approved by SIU members in all ports. The photo was taken in December 1952.

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

DIRK ADAMS

Brother Dirk Adams, 50, became an SIU member in 1982 while in Piney Point, Md. His first ship was the *LNG Libra*; his last the *Horizon Consumer*. Brother Adams upgraded on numerous occasions at the Paul Hall Center in Piney Point, Md. The deck department member was born in Madrid, Spain, and now lives in Huntington Beach, Calif.



FRANCISCO CACERES

Brother Francisco Caceres, 65, joined the union in 1989. He initially sailed on the *USNS Silas Bent*. Brother Caceres was born in El Salvador and shipped in the deck department. His final ship was the *Horizon Challenger*.



Brother Caceres resides in San Antonio, Texas.

HERMAN CERBANA

Brother Herman Cerbana, 64, started sailing with the Marine Cooks & Stewards in 1979 in the port of San Francisco. His first voyage was aboard the *President Pierce*. Brother Cerbana, who sailed in the steward department, attended classes on three occasions at the Piney Point school. He was last employed with Matson Navigation. Brother Cerbana is a resident of Lakewood, Wash.



AMIN HUSSEIN

Brother Amin Hussein, 65, donned the SIU colors in 1980. He originally sailed aboard the *Santa Magdalena*. Brother Hussein worked as a member of the deck department. He most recently sailed on the *Horizon*



Spirit. Brother Hussein calls Dearborn, Mich., home.

SAMUEL MCKNIGHT

Brother Samuel McKnight, 65, was born in Seattle. He joined the Seafarers in 1978. Brother McKnight sailed in the deck department on vessels including the *Westward Venture* and the *Lightning*. In 2001, he enhanced his seafaring abilities at the union-affiliated school in Piney Point, Md. Brother McKnight makes his home in Tucson, Ariz.



GEORGE PINO

Brother George Pino, 57, signed on with the SIU in 1974 while in New York. He often took advantage of educational opportunities at the Paul Hall Center in Maryland. Brother Pino initially worked aboard the *Seatrain Oregon* as a member of the steward department. His last ship was the *Oakland*. Brother Pino resides in Fairfax, Calif.



FRANCISCO RIVERA

Brother Francisco Rivera, 62, joined the SIU ranks in 1964. His first trip was aboard the *Fairland*. Brother Rivera upgraded on three occasions at the Seafarers-affiliated school. He sailed in the deck department. Brother Rivera's final voyage was on the *National Glory*. He lives in Spring Hill, Fla.



INLAND

JOEL ANSOTIGUE

Brother Joel Ansotigue, 67, became a union member in 1978. He primarily shipped with Mariner Towing Company. Brother Ansotigue is a resident of



Tampa, Fla.

THOMAS COGNEVICH

Brother Thomas Cognevich, 66, began sailing with the SIU in 1984. He was mainly employed in the engine department of Crescent Towing & Salvage of New Orleans vessels. Brother Cognevich calls Covington, La., home.



HOWARD PLYBON

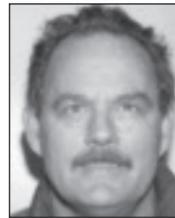
Brother Howard Plybon, 65, started his career with the union in 1979. He originally sailed in the deep sea division aboard the *USNS Potomac*. The deck department member's last ship was operated by Penn Maritime Inc. Brother Plybon settled in Blue Ridge, Va.



MICHAEL PRIVETTE

Brother Michael Privette, 55, joined the SIU in 1975. His first

vessel was operated by American Ship Management. Brother Privette was a member of the deck department. He most recently worked on a Crowley Towing & Transportation of Wilmington vessel. Brother Privette makes his home in Lancaster, Calif.



JULIO RAMOS

Brother Julio Ramos, 62, donned the SIU colors in 1977. The deck department member mostly sailed with Crowley of Puerto Rico. Brother Ramos enhanced his skills in 1988 at the maritime training center in Piney Point, Md. He resides in Catano, P.R.



RAYMOND SNOW

Brother Raymond Snow, 62, signed on with the union in 1988. His



earliest trip was on the *USNS Lynch*. Brother Snow shipped in the deck department. His final journey was aboard a Crowley Towing & Transportation of Jacksonville vessel. Brother Snow lives in Sevierville, Tenn.

DAVID STRICKLAND

Brother David Strickland, 61, began his SIU career in 1980 while Piney Point, Md. He initially sailed with Ogden Merrimack. Brother Strickland's most recent trip was on the *Liberty Island*. In 1979 and 2005, he took advantage of opportunities available at the union-affiliated school. Brother Strickland is a resident of New Port Richey, Fla.



CARL WOLF

Brother Carl Wolf, 58, joined the SIU ranks in 1996. He was employed with Crowley for the duration of his career. Brother Wolf calls Audubon, N.J., home.



This Month In SIU History

Reprinted from past issues of the Seafarers LOG

1940

In spite of claims by outsiders that it was impossible to get increases from the coastwise operators, the SIU negotiated with the coastwise companies and won increases of \$10 per month plus an increase in the overtime rate of ten cents per hour for all departments. Companies covered by this agreement were Seatrain Line Inc., Range Lines, Canadian and Gulf Lines, Fall River Navigation Company and Waterman Steamship Corporation (for their coastwise ships).

1945

One thousand, one hundred, fifty-four American ships were lost between the outbreak of the European war and V-E Day, it was revealed this month, at the cost of 6,066 merchant seamen dead, missing or captured. The most extensive destruction was in the North Atlantic where wolf packs of U-boats prowled against convoys, sinking 219 ships until curbed by fast expanding Allied air and naval power. Next, the Caribbean was the most popular hunting ground for the sub-

marines, with 122 of our vessels lost there.

1951

The SIU made history when it negotiated with its contracted operators a revolutionary, industry-wide vacation plan which guarantees all Seafarers the equivalent of two weeks paid vacation for each 12 months of service. Regardless of how many ships or companies a member works for, the operators will pay into a central fund a certain amount for each day worked. The mariner no longer has to go to the company office to collect his vacation pay – the person merely goes to the union hall to submit discharges and, on that basis, will receive pro-rata vacation pay.

1980

Paul Hall, the man who built our union with brawn and brains from a struggling organization of 500 seamen into the number one maritime union in the world, died on June 22, 1980 at the age of 65. Brother Paul Hall, whose legendary battles emblazon the SIU's history with a deep tradition of victory, succumbed after an eight-month fight against cancer. It's one of the few battles he ever lost.



Final Departures



DEEP SEA

JOSEPH BIDZILYA

Pensioner Joseph Bidzilya, 79, passed away Aug. 22. Brother Bidzilya joined the SIU in 1951



while in the port of Philadelphia. He was born in Pennsylvania and shipped in the deck department. Brother Bidzilya initially sailed with Liberty

Navigation Company. Prior to his retirement in 1991, he shipped on the *Integrity*. Brother Bidzilya continued to call Pennsylvania home.

ARLO KLEIN

Pensioner Arlo Klein, 76, died Jan. 12. Brother Klein became a Seafarer in 1963. He originally worked aboard an American Steamship Company vessel as a member of the deck



department. Brother Klein was born in North Dakota. His final voyage took place on the *Horizon Kodiak*. Brother Klein went on pension in 1992 and settled in Seattle.

HERBERT LADSON

Pensioner Herbert Ladson, 88, passed away Jan. 30. Brother Ladson signed on with the union in 1972 while in the port of Seattle. His earliest trip was aboard a States Steamship Company vessel. Brother Ladson was born in Jacksonville, Fla. He shipped in the steward department. Brother Ladson's last trip to sea was on the *USNS Bellatrix*. He retired in 1987 and lived in Federal Way, Wash.

WAI LEE

Pensioner Wai Lee, 98, died Nov. 30. Brother Lee was born in China. He started sailing with the Marine Cooks & Stewards before that union merged into the SIU. Brother Lee worked in the steward department. He became a pensioner in 1977. Brother Lee was a resident of San Francisco.

WILFREDO RICE

Pensioner Wilfredo Rice, 67, passed away March 28. Brother Rice, a member of deck department, began sailing with the Seafarers in 1971



from the port of New Orleans. His first trip was aboard the *Morning Light* and his last was on the *USNS Pollux*.

Brother Rice was born in Honduras. He started collecting his retirement compensation in 2009. Brother Rice resided in Metairie, La.

BERNARD SABERON

Pensioner Bernard Saberon, 84, died Jan. 13. Brother Saberon began his seafaring career in 1963. He originally sailed aboard the *Anton Brunn* as a member of the deck department.



Brother Saberon was born in the Philippines. His final voyage was on the *Elizabeth*. Brother Saberon went on pension in 1992 and made New Jersey home.

CECIL SCIPIO

Brother Cecil Scipio, 58, passed away Jan. 8. He joined the SIU in 2000 while in Baltimore. Brother Scipio's first ship was the *Cape Florida*. The steward department member was

born in Guyana. Brother Scipio most recently worked on the *APL Balboa*. He called Coconut Grove, Fla., home.



DANIEL SEYMOUR

Brother Daniel Seymour, 53, died Jan. 3. He became a union member in 1988, initially sailing aboard the *Liberty Wave*. Brother Seymour was born in Green Bay, Wisc., and shipped in the deck department. His last vessel was the *USNS Bob Hope*. Brother Seymour lived in Kenner, La.

ALFONSO VALENTE

Pensioner Alfonso Valente, 85, passed away Jan. 11. Brother Valente signed on with the SIU in 1964. His earliest trip was on the *R.D. Conrad*. Brother Valente, who



sailed in the deck department, was a New York native. He last sailed aboard a TYCO vessel. Brother Valente retired in 1991 and settled in New Jersey.

ARLOND WEAVER

Pensioner Arlond Weaver, 79, died July 15, 2009. Brother Weaver was born in Georgia. He began sailing with the Seafarers in 1965. Brother Weaver originally worked on the *Spitfire*. The deck department mem-



ber's last voyage was aboard the *Achiever*. Brother Weaver was a resident of Jacksonville, Fla. He went on pension in 1995.

INLAND

ROBERT FOUNTAIN

Pensioner Robert Fountain, 72, passed away Dec. 25. Brother Fountain joined the union in 1966. He initially shipped with C.G. Willis Inc. Brother Fountain was born in North Carolina. His final trip to sea was aboard an Allied Transportation Company vessel. Brother Fountain started collecting his retirement compensation in 1987 and settled in Elizabeth City, N.C.

LINDSAY GASKINS

Pensioner Lindsay Gaskins, 75, died Dec. 24. Brother Gaskins began his seafaring profession in 1956. He originally sailed with Perry Towing Corporation. Brother Gaskins was born in North Carolina. He last worked on a vessel operated by McAllister Towing of Virginia. Brother Gaskins lived in Chesapeake, Va. He became a pensioner in 1996.



PAUL LATIOLAIS

Pensioner Paul Latiolais, 79, passed away Jan. 21. Brother Latiolais was born in Louisiana. He was first employed with Higman Barge Lines. Brother Latiolais' final trip was with Dixie Carriers. He retired in 1992 and



continued to reside in his native state.

JEROME MAMO

Pensioner Jerome Mamo, 91, died Dec. 30. Brother Mamo signed on with the SIU in 1961. He primarily shipped aboard vessels operated by Moran Towing of Philadelphia. Brother Mamo was born in Pennsylvania. He went on pension in 1984. Brother Mamo called Norristown, Pa., home.

HENRY NEWKIRK

Pensioner Henry Newkirk, 75, passed away Dec. 17. Brother Newkirk became a union member in

1970. He was born in North Carolina. Brother Newkirk mostly sailed with Stone Towing Lines. He began receiving his pension in 1999. Brother Newkirk made his home in Wilmington, N.C.

VICTOR WRIGHT

Pensioner Victor Wright, 83, died Dec. 30. Brother Wright joined the SIU in 1956



while in New Orleans. For the duration of his career he worked with Crescent Towing & Salvage of New Orleans. Brother Wright was born in

Kansas but settled in Terrytown, La. He retired in 1991

GREAT LAKES

DAVID GOWANS

Pensioner David Gowans, 85, passed away Dec. 4. Brother Gowans started his seafaring career in 1960 while in the port of Detroit. He primarily shipped with American Steamship Company. Brother Gowans, who sailed in the deck department, was born in Barton, Md. He went on pension in 1985. Brother Gowans was a resident of Lanse, Pa.



KENNETH SHORKEY

Pensioner Kenneth Shorkey, 81, died Dec. 23. Brother Shorkey was born in Alpena, Mich. He signed on with the union in 1949. Brother Shorkey's first ship was the *Adam E. Cornelius*; his last was the *American Mariner*. He became a pensioner in 1993 and resided in Pembroke Pines, Fla.

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

NATIONAL MARITIME UNION

WILLIAM ARBONA

Pensioner William Arbona, 89, passed away Dec. 25. Brother Arbona was born in Puerto Rico. He retired in 1969. Brother Arbona continued to call Puerto Rico home.

HERMINIO BADILLO

Pensioner Herminio Badillo, 84, died Oct. 13. Brother Badillo was a native of Puerto Rico. He started collecting his retirement compensation in 1989. Brother Badillo made

his home in New York.

CARLOS DA SILVA

Pensioner Carlos Da Silva, 96, passed away Dec. 3. Brother Da Silva, a native of Brazil, became a pensioner in 1980. He settled in Brooklyn, N.Y.

RAMON FIGUEROA

Pensioner Ramon Figueroa, 84, died Dec. 3. Brother Figueroa was born in Puerto Rico. He went on pension in 1990 and resided in Baltimore.

JUAN IRIZARRY

Pensioner Juan Irizarry, 89, passed away Dec. 22. Born in Puerto Rico, he retired in 1969. Brother Irizarry was a resident of Passaic City, N.Y.

HOWARD LOIHLE

Pensioner Howard Loihle, 75, died Dec. 1. Brother Loihle was a native of Newark, N.J. He began receiving his pension in 2000. Brother Loihle lived in Lacey Township, N.J.

ELBERT MCBRIDE JR

Pensioner Elbert McBride Jr., 80, passed away Dec. 24. Brother McBride was born in North Carolina. He started collecting his retirement compensation in 1991. Brother McBride made his home in San Francisco.

MARCIAL REYES

Pensioner Marcial Reyes, 72, died Dec. 17. Brother Reyes, a native of New York, retired in 2005. He called North Miami, Fla., home.

JAMES VETRA

Pensioner James Vetra, 87, passed away Dec. 5. Brother Vetra was born in Norfolk, Va. He went on pension in 1977. Brother Vetra made his home in Tampa, Fla.

The following former members of the NMU also have passed away, however, no data was available to construct individual biographical sketches:

Name	Age	DOD
Cordier, James	88	Jan. 14
Franco, Antonio	91	Jan. 19
Garcia, Ricardo	80	Jan. 20
Grant, Vallancourt	84	Jan. 20
Jackson, Wiley	87	Jan. 9
Moore, Quinn	84	Nov. 11
Murray, Paul	82	Jan. 8
Naugle, David	81	Jan. 3
Records, Joe	85	Jan. 29
Reid, Owen	77	Jan. 9
Riley, Perry	77	Jan. 17
Rodriguez, Gilberto	80	Jan. 4
Sanford, Edward	88	Jan. 8
Smolkowicz, John	92	Jan. 6
Steiner, John	91	Jan. 16



Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

YORKTOWN EXPRESS (Crowley), March 7 – Chairman **Jesse Natividad Jr.**, Secretary **C.L. Caster**, Educational Director **Jessie Uliba**, Deck Delegate **Jerome Williams**, Engine Delegate **C. Jefferson**, Steward Delegate **Greg Blaylock**. Crew asked for clarification on contractual issues pertaining to vessel. Chairman discussed upcoming schedule. Secretary told fellow mariners to let it be known they need any cleaning gear for rooms. Educational director encouraged members to upgrade at SIU-affiliated Paul Hall Center for Maritime Training and Education, which is located in Piney Point, Md. Treasurer reported \$3,400 in ship's fund. No beefs or disputed OT reported. Crew discussed possibility of obtaining suitable router so internet may be accessed on personal computers. They also discussed training for ABs. Next ports: Charleston, S.C., Miami and Houston.

MAERSK CAROLINA (Maersk Line, Limited), March 14 – Chairman **Brian Fountain**, Secretary **Alexander Banky**, Educational Director **P. Meglow**. Chairman reported another safe trip with no lost time injuries. He announced payoff scheduled for noon on March 22. Secretary advised mariners to read SIU newspaper in order to stay up-to-date on union and industry news. He encouraged Seafarers to donate to SPAD, the union's voluntary political action fund. He also advised crew who are signing off to leave rooms "like they would like to see when they are joining a ship."

Educational director reminded fellow crew members to "get your time in and take advantage of upgrading at Piney Point." No beefs or disputed OT reported. Crew reported need for new TV converter box. Crew thanked steward department "for all the great meals." Crew made numerous suggestions concerning next contract as well as pension and medical benefits. Next ports: Newark, N.J., Charleston, S.C., and Norfolk, Va.

OCEAN CHARGER (Pacific-Gulf Marine), March 14 – Chairman **Joe Casalino**, Secretary **Anthony Smith**. Chairman reported that as of meeting date, vessel had sailed for 215 days without a lost time injury. Educational director advised mariners to take advantage of upgrading opportunities at Paul Hall Center. No beefs or disputed OT reported. Crew asked for clarifications about vessel relief policy and out-of-pocket costs for vaccinations. Next port: Philadelphia.

ALLIANCE NEW YORK (Liberty Maritime), March 28 – Chairman **George Perry**, Secretary **John Gibbons**, Educational Director **Roger Phelps**. Chairman thanked crew for "safe and successful voyage," with special thanks to the deck gang. Crew requested patrolman on arrival to answer question about completing tour of duty. Secretary thanked crew for keeping messroom clean and also for "working together. It has been a good voyage." Educational director discussed importance of mariners taking advantage of Piney Point school to enhance their skills. No beefs or disputed OT reported. Crew gave vote of

Namesake Port Call for New SIU Ship



One of the union's newly contracted vessels, the *Alliance Beaumont* (above), called on its namesake port in late March. The *Alliance Beaumont*, a roll-on/roll-off ship, reflagged American on Feb. 21 in Dubai and then carried a cargo of U.S. military equipment to Texas. The 751-foot vessel also loaded outbound military cargo before sailing from Beaumont. (Photo courtesy Port of Beaumont)

thanks to steward department for good job and cookout. Special thanks conveyed from captain and other officers. Next port: Galveston, Texas.

SEABULK ARCTIC (Seabulk International), April 2 – Chairman **Ron Paradise**, Secretary **Alan W. Bartley**, Educational Director **Salome Castro**, Deck Delegate **Bruce Landos**, Engine Delegate **Chris Espinosa**, Steward Delegate **Leslie P. McGirt**. Chairman reported ship due to arrive in Anacortes, Wash., later that day to discharge cargo and then proceed to Valdez, Alaska, to load. Secretary thanked crew for keeping messhall clean and reminded them to do the same in TV room. Educational director told everyone to check documents for expiration dates and renew early. He also encouraged everyone to upgrade at Piney Point. No beefs or disputed OT reported. Crew asked union to look into issue concerning travel day. Crew would like to see improvements in medical and death benefits. Mariners gave vote of thanks to steward department for job well done. Crew expressed concerns about mail system. Ship needs new linens and pillows.

MAERSK CONSTELLATION (Maersk Line, Limited), April 4 – Chairman **Albert Williams**, Secretary **Tommy Belvin**. Chairman updated crew on repairs made in drydock. He commended crew for punctuality and productivity. Educational director encouraged fellow members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew asked for increased in vacation benefit.

Crew thanked steward department for outstanding job. Next port: Norfolk, Va.

NOBLE STAR (Sealift, Inc.), April 4 – Chairman **Saul Suarez**, Secretary **Debbie Randall**, Deck Delegate **Melvin Kennedy**, Engine Delegate **Jordan Cuddy**, Steward Delegate **Sylvester Merritt Jr.** Chairman said dryers will be replaced in Lake Charles. He spoke to captain about issues concerning deck department and said clarification is needed from union. Educational director encouraged members to upgrade and reminded them that course dates are included on SIU web site. No beefs or disputed OT reported by department delegates. Crew made suggestions for next contract.

ALLIANCE ST. LOUIS (Maersk Line, Limited), April 18 – Chairman **David B. Campbell**, Secretary **Rudolph Daniels**, Educational Director **Herbert Hyde**, Deck Delegate **Russell Haynes**, Engine Delegate **Malachi Tannis**, Steward Delegate **Vincent Chavez**. Crew discussed issue of piracy and security. Chairman discussed Seafarers Money Purchase Pension Plan. Secretary reminded mariners to keep current address on file with the union so they will receive the LOG. Educational director encouraged members to upgrade, including participation in the company's safety meetings at Piney Point. No beefs or disputed OT reported. Crew wants increase in pension benefits and lowered sea-time requirement. Also asked for increase in medical benefits. Crew asked for contract clarification.

Crew thanked steward department for good work and good food. Also thanked electrician. Next ports: Jacksonville, Fla., and Beaumont, Texas.

LIBERTY PROMISE (Liberty Maritime), April 18 – Chairman **Mark Lance**, Secretary **Greg Melvin**, Deck Delegate **Benjamin Wright**, Engine Delegate **James Spranza**, Steward Delegate **Richard Gegenheimer**. Chairman thanked everyone for patience during breakout. He encouraged members to submit suggestions for next contract. He reminded crew that part of the purpose of shipboard meetings is to "iron out problems early. Speak up any time, but especially during meetings.... Let's make the Brotherhood of the Sea a reality, not a cliché." He cautioned members about "roaming" cell phone charges in Gulf of Mexico. Secretary requested that salad bar be included in next agreement. No beefs or disputed OT reported. Crew requested copy of shipping rules. Crew is compiling list of suggested safety gear. Crew asked for direct deposit both through the company and for vacation checks. Crew asked for clarification on OT rule.

LIBERTY STAR (Liberty Maritime), April 18 – Chairman **Scott Heginbotham**, Secretary **Fausto Aranda**, Deck Delegate **Larry Martin**, Engine Delegate **Mike Kifle**, Steward Delegate **Romalies Jones**. Chairman thanked crew for good work. He announced payoff scheduled for Galveston, Texas. He encouraged all members to read president's

report in *Seafarers LOG*. Secretary thanked deck and engine departments. Educational director recommended that all members upgrade in Piney Point as soon as possible. No beefs or disputed OT reported. Next port: Galveston.

HORIZON RELIANCE (Horizon Lines), April 19 – Chairman **Kissinfor Taylor**, Secretary **Joseph Laureta**, Educational Director **Cirico Geonanga**, Deck Delegate **Felipe Jimenez**, Engine Delegate **David Hamilton**, Steward Delegate **Frank Iverson**. Chairman read president's report from *Seafarers LOG*. Secretary stressed importance of cleanliness. Educational director encouraged crew members to upgrade and also to renew documents in plenty of time. No beefs or disputed OT reported. Crew thanked Steward Laureta for good food. Next ports: Long Beach, Calif., and Honolulu.

PELICAN STATE (Crowley), April 28 – Chairman **Ray Tate**, Secretary **Milton Younnett**, Educational Director **Kevin Carraby**, Engine Delegate **Lebindra Maharaj**. Chairman encouraged crew to look out for each other's safety. Secretary reminded members to help keep ship clean. Educational director advised fellow members to upgrade at Paul Hall Center. Treasurer reported \$800 in ship's fund. No beefs or disputed OT reported. Crew approved motion to reduce sea time required for pension. Crew gave vote of thanks to steward department.

With Seafarers in Guam

In early May, SIU Tacoma Port Agent Joe Vincenzo joined Guam Port Agent John Hoskins in servicing several Seafarers-crewed vessels at the U.S. island territory, including the submarine tender *USS Frank Cable* and the prepositioning ship *USNS PFC Dewayne T. Williams*. Pictured here in the group photo aboard the *Williams* are (from left) Vincenzo, GUDE Ahmed Ahmed, AB Armondo Alvarez, AB Vincent Castellano, SA Munasar Muthana, SA Majed Jahamee, AB John Gonsalves, QEWC Jasper McGirt, AB Pio Vili, AB Robert Goldson, Hoskins and AB Nathaniel Sherrill. In the other photo, taken aboard the *Cable*, Vincenzo (left) meets with Military Sealift Command engineers Ken Wilkinson and Bill Homer.



SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS FUND, INC.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246 for the year ended July 31, 2009. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the Plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a trust fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$427,754 as July 31, 2009, compared to \$327,255 as of August 1, 2008. During the plan year the plan experienced an increase in its net assets of \$100,499. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$7,665,460, which included employer contributions of \$7,616,468, realized losses of \$4,571 from the sale of assets, and earnings from investments of \$53,563.

Plan expenses were \$7,564,961. These expenses included \$434,385 in administrative expenses and \$7,130,576 in benefits paid to participants.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- An accountant's report;
- Financial information and information on payments to service providers;
- Assets held for investment; and
- Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$4.25 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, CA 94107, and at the U. S. Department of Labor in Washington, DC, or to obtain a copy from the U. S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N. W., Washington, D.C. 20210.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

DONATION — SPAD.

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

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

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

Seafarers Paul Hall Center Upgrading Course Schedule

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

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

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

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

Deck Department Upgrading Courses			
Title of Course	Start Date	Date of Completion	
Able Seaman	June 21	July 16	
	August 16	September 10	
	October 11	November 5	
ARPA	July 26	July 30	
	September 27	October 1	
	November 8	November 12	
Bosun Recertification	October 18	November 8	
	May 24	June 18	
	June 21	June 25	
Celestial Navigation	July 26	July 30	
	August 16	August 20	
	September 7	June 18	
Fast Rescue Boat	September 27	October 10	
	July 12	July 23	
	September 13	September 24	
Radar Observer (Unlimited)	October 25	November 5	
	June 21	June 21	
	August 2	August 2	
Radar Recertification (1 day)	September 8	September 8	
	November 15	November 15	
	August 23	September 3	
STOS	October 18	October 29	
	May 31	June 11	
Tanker Asst DL	August 2	August 13	
Tank PIC Barge DL	September 27	October 10	

Engine Department Upgrading Courses			
Title of Course	Start Date	Date of Completion	
Advanced Container Maintenance	November 15	December 10	
	July 19	August 13	
	September 13	October 8	
Basic Auxiliary Plant Operations	November 8	December 3	
	June 21	July 16	
	August 16	September 10	
FOWT	October 11	November 5	
	June 7	July 30	
	August 23	October 1	
Junior Engineer	June 28	July 16	
	November 29	December 17	
	October 4	October 15	
Marine Refrigeration Technician	June 7	June 25	
	July 5	July 23	
	September 27	October 15	
Machinist	October 25	November 12	
	November 29	December 17	
	October 7	October 15	
Pumpman	July 5	July 23	
	September 27	October 15	
	October 25	November 12	
Welding	November 29	December 17	

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 _____

Safety Upgrading Courses

Title of Course	Start Date	Date of Completion
Basic & Advanced Firefighting	May 31	June 11
	July 5	July 16
	October 18	October 29
BST/Basic Firefighting	June 21	June 25
	July 26	July 30
	August 16	August 20
Medical Care Provider	September 20	September 24
	October 18	October 22
	November 15	November 19
Helo Firefighting (1 day)	June 14	June 18
	July 19	July 23
	November 1	November 5
Helo Firefighting (1 day)	June 22	June 22
	July 20	July 20
	August 17	August 17
	September 14	September 14
	October 12	October 12
	December 7	December 7

Steward Department Upgrading Courses

Chief Steward July 19 August 27

Galley Operations/Advanced Galley Operations

These modules start every Monday.

Certified Chief Cook/Chief Steward

These classes start every other Monday. The most recent class began May 31.

Academic Department Courses

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

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

Online Distance Learning Courses

"Distance learning" (DL) courses are available to students who plan to enroll in classes at the union-affiliated Paul Hall Center for Maritime Training and Education. The online courses are not mandatory, but they are structured to benefit students who eventually attend other classes at the Paul Hall Center, which is located in Piney Point, Md.

The online courses are: DOD Level 1 Antiterrorism Awareness Training, MSC Environmental Awareness, First Aid Preparation, Hazardous Material Control and Management, Hearing Conservation, Heat Stress Management, Bloodborne Pathogens, Shipboard Pest Management, Respiratory Protection, Back Safety, Fixed Fire Fighting Systems, Shipboard Firefighting, Portable Fire Extinguishers, Fire Fighting Equipment, Shipboard Water Sanitation, Crew Endurance Management, Basic Math Refresher, Intermediate Math Refresher, Marine Engineering Mathematics Preparation, Introduction to Navigational Math, Basic Culinary Skills, and Chief Cook Preparation.

Students MUST have access to the internet and an e-mail address in order to take the aforementioned classes. Each course must be taken online, not at the Paul Hall Center. E-mail addresses should be provided on applications (printed neatly) when applying. Applicants should include the letters DL when listing any online course on the upgrading application form below.

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: _____

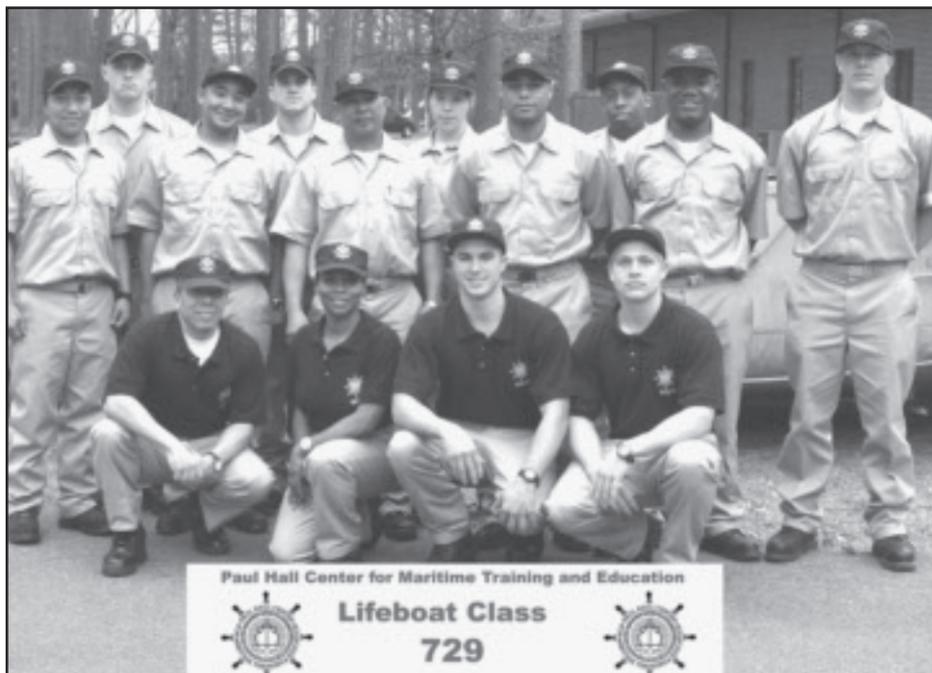
Date On: _____ Date Off: _____

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 729 – Fourteen unlicensed apprentices completed training in this course March 5. Those graduating (above, in alphabetical order) were: James D'Amico, Ismael Gonzalez, Parker Johnson, Alexandra Jones, Lisa Lee, James Martin Jr., Andre MacCray, Jerry Morlett Jr., Derek Nix, Jarrod Nix, Michael Ray, Drew Reiley, Abelardo Reyes Jr., and Joseph Salgado. Their instructor, Stan Beck, is not pictured.



Welding – Eight upgraders completed their requirements in this 103-hours course April 23. Graduating (above, in alphabetical order) were: Leonard Ajoste, Benjamin Arroyo, Omar Aswad, Sylvester Crawford Jr., Kenneth Evett, Kevin Hill, Leonico Rabaya Jr., and Jovan Williams. Their instructor, Buzzy Andrews, is standing third from the left. (Note: Not all are pictured.)



ARPA – The following individuals finished this 32-hour course April 23. Those graduating (above, in alphabetical order) were: Archie Bodden, Keiron Bovell, William Coronacion, John Crawford, Monte Cross Jr., John Immerfall, Sam Lloyd and Marc Simpson. Their instructor, Stacey McNeely, is not pictured.



FOWT – The following upgraders (above, in alphabetical order) graduated from this course March 26: Jason Albertson, Benjamin Arroyo, Ja'Quaral Carroll, Scott Collings, Eric Cunanan, Timothy Cunningham, Romer Garrido, Shawn Haber, Michael Hill, Kevin Hunt, Patrick Leming, Rafael Leon, Maurice Reine, David Seymore, Johnny Swinson Jr., Richard Vega, Aleksey Vigovskiy and Osborn Wyche Jr. Tim Achorn, their instructor, is at right. (Note: Not all are pictured.)



GMDSS – The following upgraders (above, in alphabetical order) graduated from this course May 7: Richard Barnes, Lou Cabano, John Crawford Scott Ellis, Mark Gaskill, Thomas Hancock, John Howard, Timothy Huth and John Immerfall. Their instructor, Joe Curtis, is at left.



Basic and Advanced Firefighting – Seventeen individuals completed their requirements in this 41-hour course March 19. Those graduating (above, in alphabetical order) were: Ahmed Aboelnaga, Al Balatico, Davon Brown John Crawford, Kashmir Singh Dhillon, Thomas Jones, Edison Lalin, Antwaun Legare, Forrest McGee, Jonathan Pampilon, Ronnie Rankin, Neil Sullivan, Billy Talbot, Charles Tison, Lua Minh Tran, Ray Truong and Michael Voda. Steve Stockwell, their instructor, is at right.

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

Paul Hall Center Classes



Tankship Familiarization DL – Twenty-four Phase III unlicensed apprentices on March 10 completed this 63-hour course. Those graduating (above, in alphabetical order) were: Immad Alhag, James Anderson, Michael Andrew, Daryl Balance, Talib Cherry, Dan Conner, Nathaniel Fitzpatrick, Justin Hammons, Nicholas Hoffman, Charles Hosea Jr., Antonio Jones, Boyko Kovatchev, Curtis Lee, John Matichak, Darryl McCoy, Tyler Peyton, Justin Pierce, Ricky Rivera Matrinez, William Roach, Jeremy Salas, Shawn Spencer, Zach Stout, Joseph Tucker and Kellan Von Rabenstein.



STCW/BST – Twenty upgraders completed their requirements in this course April 30. Graduating (above, in alphabetical order) were: Ahmed Baabbad, Morio Baja, Thomas Banks, Peter Bean, Christopher Dickens, Michael Edington, Orlando Flores, Louis Indelicato, Brent Johnson, Kristin Krause, Domingo Leon Jr., Joel Markle, Roberto Monge, George Monseur, Rodney Passapera, Argelio Perez Borroto, Lamar Pinckney, Donna Saling, Ernest Smith and Neonito Sodusta.



STCW/BST – Eighteen upgraders completed this course April 30. Those graduating (above, in alphabetical order) were: Terry Abbott, Tareq Ahmed, Ahmed Almufflihi, Emmanuel Buyser, Juan Castillo, Monte Cross Jr., Terry Evins, George Galanis, Casey Jones, Jerome Jordan, David Knuth, Terry McKee, Jeffery Moritz, Dalia Santiago, Pedro Santiago, Victor Sapp, Richard Sawyer and Raymond Vicari. (Note: Not all are pictured.)



Shiphandling – Nine individuals finished their requirements in this course April 16. Graduating (above, in alphabetical order) were: Tyler Adams, Richard Barnes, David Blue, Lou Cabano, Scott Ellis, Mark Gaskill, Thomas Hancosk, John Howard and Timothy Huth. Brad Wheeler, their instructor, is fourth from right.



STOS – Ten Phase III unlicensed apprentices completed this course April 23. Earning graduation certificates (above, in alphabetical order) were: Immad Alhag, Daryl Ballance, Dan Conner, Charles Hosea Jr., Antonio Jones, John Matichak, Tyler Peyton, William Roach, Jeremy Salas and Joseph Tucker. Their instructor, Stan Beck, is at right.



The

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Delivered
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'Sail-In' Delivers Industry's Message on Capitol Hill

Representatives of American maritime took the industry's voice to Capitol Hill on May 13, conducting meetings with 124 members of Congress and staff during the first-ever Maritime Industry Congressional "Sail-In." The event's overall objective was to communicate the value of the industry to the U.S. economy and national defense.

SIU officials who participated included Executive Vice President Augie Tellez, Vice President Contracts George Tricker, Vice President Gulf Coast Dean Corgey, Vice President Government Services Kermet Mangram, Vice President West Coast Nick Marrone and Vice President Great Lakes and Inland Waters Tom Orzechowski.

According to event sponsors, the Sail-In was designed to build new relationships with congressional figures who have only modest awareness of maritime issues. It was also undertaken "to better reinforce our friendships with lawmakers who already demonstrate an acute understanding of the

industry's importance."

Maritime representatives divided into groups and converged on elected official's offices throughout the day. Key messages expressed on the Hill included:

■ More than 1.6 million Americans are employed in the U.S. maritime industry, keeping our economy strong and our nation secure.

■ Every day, we use our seaports and waterways to move trillions of dollars worth of export, import and domestic cargo.

■ 85 percent of war materiel delivered to the conflict theaters of Afghanistan and Iraq has been delivered by U.S. mariners sailing U.S.-flagged vessels.

■ 80 percent of our country's humanitarian aid is delivered by the U.S. Merchant Marine, supporting thousands of American jobs and assisting people in need worldwide.

David Matsuda, acting U.S. maritime administrator, kicked off the event at a breakfast in the Rayburn House Office Building. He then introduced U.S. Rep.

James Oberstar (D-Minn.), Chairman of the House Transportation and Infrastructure Committee, for an inspiring keynote address that sent the 136 maritime industry participants to their day-long schedule of congressional meetings.

The Sail-In was widely supported by various segments of the American maritime industry, including the SIU, international and domestic ocean carriers, terminal operators and other labor unions. "We had folks from 20 states, 48 congressional districts, 28 companies, nine unions and labor organizations, and 10 related associations," reported Vice Admiral (Ret.) Albert J. Herberger, a former U.S. maritime administrator. "That's a powerful message to Congress."

The Sail-In was organized by the U.S. Maritime Coalition, a volunteer committee of representatives from the U.S. maritime industry representing the U.S. merchant fleet, maritime labor unions and other maritime companies serving America.



Retired Admiral and former U.S. Maritime Administrator Albert J. Herberger helps lead the event.



U.S. Rep. James L. Oberstar (D-Minn.) addresses the Sail-In attendees.



SIU Vice President West Coast Nick Marrone (right) discusses maritime issues with U.S. Rep. James L. Oberstar.



SIU Vice President Gulf Coast Dean Corgey (second from right) meets with staffers of Rep. Peter King's (R-N.Y.) office, MEBA Political Director Mike Ingrao (center) and Josh Shapiro of Liberty Maritime (far right).



Pictured from left to right are Mark Sickles of Weeks Marine, SIU Executive Vice President Augie Tellez, U.S. Rep. Buck McKeon (R-Calif.), John Crowley of APM Terminals and Jim Henry of the Transportation Institute.



From left, AMO Representative Dave Weathers, Tony Naccarato, Mary Naccarato, Rep. Charlie Dent (R-Pa.), SIU Vice President Government Services Kermet Mangram and AMO Representative Brenda Otterson gather to talk about maritime legislation.