



The Seafarers Log

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



Military Leaders, Other MTD Speakers Reinforce Support for U.S. Mariners

At the most recent meeting of the AFL-CIO Maritime Trades Department executive board, guest speakers emphasized appreciation and support for the U.S. Merchant Marine. Most mentioned the relief mission in Haiti as yet another example of the U.S.-crewed, American-flag fleet's dependability. Clockwise beginning at upper left, left to right in each photo, some of the guest speakers from the Feb. 25-26 meeting in Orlando, Fla., are pictured with SIU officials as follows: SIU and MTD President Michael Sacco and General Duncan McNabb, commander, U.S. Transportation Command; Vice Admiral Mark Buzby, commander of the U.S. Military Sealift Command, and SIU Government Services VP Kermet Mangram; Federal Maritime Commission Chairman Richard Lidinsky and SIU Exec. VP Augie Tellez; and SIU Sec.-Treasurer David Heindel and AFL-CIO Sec.-Treasure Liz Shuler. Coverage starts on page 3 and continues on pages 9-13.



USNS Comfort Returns Home



Following a successful deployment for Operation Unified Response, the Seafarers-crewed hospital ship *USNS Comfort* last month returned to its home port, Baltimore. SIU Port Agent Elizabeth Brown (left) welcomes Bosun Gerald Butch shortly after the vessel docked on March 19. Previously, Navy Secretary Ray Mabus and Chairman of the Joint Chiefs of Staff Adm. Mike Mullen visited crew members while the ship was in Haiti. Page 24.

Liberty Promise Becomes Newest Vessel to Join SIU-Crewed Fleet

The car carrier *Liberty Promise* (right) recently joined the SIU-contracted fleet, signaling more job opportunities. SIU members man the vessel's unlicensed positions in all three shipboard departments. Page 3.



President's Report

Effective Partnership Good for America

A highlight from the recent meeting of the AFL-CIO Maritime Trades Department executive board was the presentation by General Duncan McNabb, commander of the U.S. Transportation Command.

Depending on whether you're reading this article on the web or in our union newspaper, you may already have seen General McNabb's photo and read some of his remarks to the MTD. In any case, he was very gracious and undoubtedly sincere when he described the American-flag maritime industry – including SIU members and other U.S. civilian mariners – as valuable partners who boost our national and economic security.



Michael Sacco

A few weeks later, he made similar, supportive statements when testifying before the House Armed Services Committee. On March 17, General McNabb said, "One of our greatest advantages over any adversary is our nation's strategic ability to move – it is a crown jewel in our National Strategy and gives us our true global reach." Part of that capability is the U.S. Military Sealift Command, one of the Transportation Command's components.

He also urged continued support of pro-maritime initiatives including the Maritime Security Program (MSP), among others. And he said that TRANSCOM's partnerships with the U.S. commercial sealift industry "give us critical access to U.S. commercial capability while ensuring the availability of a viable U.S.-flag maritime industry and U.S. citizen mariner pool in times of national emergency."

It's an honor for our industry to have the support of a leader like General McNabb, and I know we'll continue to earn his trust and confidence.

One of the steps that will help us accomplish that goal is the extension and expansion of the MSP. As the SIU noted in our own testimony prepared for a separate Congressional hearing last month, the current version of the program expires in just a few short years. It would cost literally billions of dollars to replicate the tonnage and infrastructure currently available to our military through MSP. The cost of replacing the manpower pool really cannot be measured. When you add it all together, you get a program which has been described year after year by our nation's military leaders, including General McNabb, as an invaluable bargain.

The bottom line is that the MSP is a proven, effective program with widespread backing. It benefits not only our industry but our nation.

Health Care

The fight over health insurance reform has been intense and complicated, as was evident when the House recently passed health care legislation patterned after the bill approved by the Senate on Christmas Eve. If there's one thing everyone seems to agree on – supporters and opponents alike – it's that the newly signed bill isn't perfect.

While it's too soon to know in fine detail exactly how the new rules and regulations will affect the SIU, for the most part it doesn't appear as if they will mean much to people who already have medical benefits through their employer. As our old-timers know, the SIU has always made sure we could afford the benefits we offered our members and their families. The biggest changes apply to the uninsured – an additional 32 million people will be covered.

We will continue analyzing what it all means for the Seafarers Plans and we'll be reporting on it. Meanwhile, this bill contains a number of labor-supported improvements, not the least of which is the elimination of denial of coverage for pre-existing conditions. It also bans charging higher rates due to pre-existing conditions and outlaws the practice of insurers dropping coverage when someone files a claim or is diagnosed with a condition requiring expensive treatment.

Other key components include eliminating 85 percent of the tax on benefits (contained in the Senate bill) that would have penalized working families. Instead, the bill signed by President Obama substitutes a tax on the wealthy stipulating that Medicare contributions be paid on unearned income. It also extends the age for dependent coverage to 26.

Again, the bill isn't perfect, but it's not the abomination that some are portraying it to be. It's a start and it's something we can build on.



Volume 72, Number 4

April 2010

The SIU on line: www.seafarers.org

The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.

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



The double-hulled vessel *Overseas Martinez*, pictured during its launch in Philadelphia, is part of the largest-ever commercial order for tankers.

Aker Philadelphia Shipyard Launches Overseas Martinez

Tanker will be Operated By SIU-Contracted OSG

The SIU-contracted fleet continued on its course to expansion March 10 as Aker Philadelphia Shipyard launched the ninth Veteran Class MT-46 product tanker in a series of 12 such ships to be completed by 2011.

A 46,000 dwt vessel, Ship 013 was floated off of its blocks and was transferred by tug from the shipyard's building dock to the outfitting dock. It was expected to remain in that location for a few weeks while undergoing continuous testing and commissioning in preparation for its upcoming sea trials. When completed, the 600-foot-long vessel, to be named the *Overseas Martinez*, will be sold to American Shipping Company and bareboat chartered to union-contracted Overseas Shipholding

Group (OSG) for use transporting petroleum products.

A double-hulled tanker, she will join her Aker-built sister ships—the *Overseas Houston*, *Overseas Long Beach*, *Overseas Los Angeles*, *Overseas New York*, *Overseas Texas City*, *Overseas Boston*, *Overseas Nikiski* and *Overseas Cascade*—which are crewed by members of the SIU. Each vessel is diesel powered with a beam of roughly 105 feet. They can carry 332,000 barrels apiece and sail at speeds in excess of 14 knots.

Aker Philadelphia Shipyard is a union-contracted facility and a leading U.S. commercial yard building vessels for operation in the Jones Act market.

The Jones Act is a law that protects United States national and economic security by stipulating that vessels travelling from one domestic port to another be crewed, built, owned and flagged American.

Union's Financial Records for 2009 Reviewed, Approved by Members

Each year, in accordance with the union's constitution, a committee of rank-and-file SIU members closely reviews the organization's financial records for the prior year.

This routine-but-important scenario played out again last month, as seven Seafarers found the SIU's financial records for 2009 in good order. Those members were elected March 8 by fellow rank-and-file Seafarers to serve on the financial committee. They scrutinized all of the appropriate records that same week, meeting at SIU headquarters in Camp Springs, Md.

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

Serving on the committee following their election at the March membership meeting in Piney Point, Md., were Seafarers **Gerard Costello** (chairman), **Army Joe Leake**, **Kimberly Strate**, **Cecil Williams**, **Aubrey Davis**, **Thomas Woerner** and **Robert Ott**.

In its report, the committee, using traditional phrasing, stated, "We find that the headquarters of the union is taking all steps possible to safeguard union funds and to see that the disbursements of the union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation."

The report further pointed out, "Representatives of the certified public accounting firm who periodically audit the union's books and records explained their auditing procedures for the checking of the secretary-treasurer's financial report of the union's records. They further discussed with us the overall financial operation of the union. In addition, the secretary-treasurer worked with the committee and made himself and the records of his office available to the committee.... All of said records were, in fact, examined by the committee."

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



Committee members and SIU officials are pictured at union headquarters. Seated from left to right are QE4 Cecil Williams, Recertified Bosun Aubrey Davis, QEP Thomas Woerner and QMED Robert Ott. Standing (from left) are Chief Steward Army Joe Leake, Asst. VP Ambrose Cucinotta, Chief Steward Kimberly Strate, Recertified Bosun Gerard Costello and Sec.-Treasurer David Heindel.



MTD and SIU President Michael Sacco (photo at right) encourages board members and guests. The meeting room (above) is packed for a detailed presentation from Gen. McNabb, commander of TRANSCOM.

MTD Speakers Credit Maritime Labor

Many Cite Haiti Relief Ops as Latest Example of Mariners' Reliability

An impressive array of guest speakers at the most recent Maritime Trades Department (MTD) executive board meeting praised the U.S. Merchant Marine for its dependability and said America simply cannot afford to do without a strong U.S.-flag fleet.

A number of those speakers, including the respective leaders of the U.S. Transportation Command and the U.S. Military Sealift Command, pointed to Operation Unified Response in Haiti as yet another prime example of how civilian mariners and the industry as a whole always answers our nation's call.

Representatives from the military, the Obama administration, labor and business addressed the board Feb. 25-26 in Orlando, Fla. Their insights and support helped MTD officials hone strategies designed to boost not only maritime workers but America's working families in general.

SIU President Michael Sacco also serves as president of the MTD, which is a constitutionally mandated depart-

ment of the AFL-CIO. The MTD consists of 23 international unions and 21 port maritime councils in the United States and Canada representing 5.5 million working men and women.

In his opening remarks, Sacco said that while organized labor undoubtedly feels some frustration about the economy and on issues including health care and the Employee Free Choice Act (EFCA), neither the MTD nor its individual affiliates or port maritime councils will abandon efforts to advocate for working families.

"There is nothing in front of us that we can't overcome," he told the audience. "We are still in a position where we have a fighting chance to stand up for our members and for all working families. We are still in a position where we have a pro-labor White House and Congress. And we're smart enough and experienced enough to know that we simply have no choice but to stay in the fight."

In order of appearance, the following guest speakers addressed the board Feb. 25: U.S. Navy Rear Admiral Mark Buzby, commander of MSC; Eric Smith, vice president and chief commercial officer of OSG America; Stephen Cotton, International Transport Workers'

Federation maritime coordinator; Frank Larkin, communications representative from the International Association of Machinists; and Deputy Secretary of Labor Seth Harris.

A day later, the following individuals spoke to the board: U.S. Air Force General Duncan McNabb, commander of TRANSCOM; U.S. Coast Guard Rear Admiral Brian Salerno, the agency's assistant commandant for marine safety, security and stewardship; Federal Maritime Commission Chairman Richard Lidinsky; U.S. Maritime Administrator David Matsuda; and AFL-CIO Secretary-Treasurer Liz Shuler.

As the meeting concluded, on behalf of the MTD and its port councils and affiliate unions, President Sacco and other officials presented a check for the AFL-CIO Solidarity Center's Earthquake Relief for Haitian Workers' Campaign. Altogether, the MTD and its affiliates donated more than \$82,000, including contributions from SIU members.

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

Liberty Promise Reflags Under 'Stars and Stripes,' Adds More Job Opportunities for Seafarers

More shipboard opportunities recently appeared on the union's job radar with the delivery of the Liberty Maritime Corporation (LMC)-operated MV *Liberty Promise* into the U.S. fleet.

A roll on/roll off platform, the *Liberty Promise* becomes the ninth vessel in LMC's SIU-crewed fleet. She joins fellow RO/RO sister ships the *Alliance New*

York and the *Liberty Pride* along with bulk carriers *Liberty Eagle*, *Liberty Glory*, *Liberty Grace*, *Liberty Spirit*, *Liberty Star*, and *Liberty Sun* in LMC's flotilla of vessels which sail under the Stars and Stripes. Like the *Liberty Pride*, which entered the American-flag fleet late last year, the *Liberty Promise* also is a pure car and truck carrier. LMC's affil-

iate, Liberty Global Logistics, will employ the vessel together with its sister-ships, the *MV Alliance New York* and *MV Liberty Pride*, in the worldwide international trade focusing on providing first class service to the United States military and other customers.

Seafarers are manning the vessel's unlicensed positions in all three shipboard departments. Current crew members include Bosun **Mark Lance**, ABs **Benjamin Wright**, **Hector Barnes**, **Ryanne Wheeler**, **Delroy Brown** and **Lawrence Tharp**; Oilers **Alexander Kramer** and **Lee Roy Wright**; Steward Baker **Gergory Melvin** and SA **Richard Gegenheimer**.

The *Liberty Promise* was built by Daewoo Shipbuilding in South Korea. She boasts a draft of 32.8 feet and has a 105.44-foot beam. The *Promise* has a total deck cargo area of more than 584,000 square feet and is rated to carry 6,100 small cars. She is 656 feet in length, has a MAN B7W 7S60MCC6 engine and can sail at a service speed of 20.5 knots.

"We are delighted to take delivery of the *MV Liberty Promise*, our second newly constructed, state of the art, pure car truck carrier, and to bring it into the U.S. flag fleet to serve the needs of our nation's military personnel," said Philip J. Shapiro, Liberty's President and CEO.

"We also salute the men and women of our U.S. citizen crew, comprised of well trained members of the SIU and the MEBA, and wish them fair winds and following seas," he concluded.

"The addition of the *Liberty Promise* to the U.S.-flag fleet means more jobs for SIU members," said SIU Vice President

Contracts George Tricker. "It's great news not only for the union but also for the country during these very trying economic times."

Liberty Maritime Corporation is based in Lake Success, N.Y. Formed in 1988 as the operating entity for various deep sea oceangoing dry bulk carrier vessels owned by Liberty Shipping Group, the LMC is one of the largest privately held independent operators of U.S.-flag dry bulk carrier vessels. Its American-flag fleet operates in both the preference trades of the United States and the international commercial trades.



The Liberty Maritime operated *Liberty Promise* (above and in photo at left) is shown during sea trials last month. A pure car and truck carrier, the vessel is the latest platform to join the SIU-contracted fleet.



Containership *MV Mohegan* Delivering Cargo for MSC

The containership *MV Mohegan*, one of the newest additions to the Seafarers-crewed fleet, is delivering cargo for the U.S. Military Sealift Command (MSC) following its recent reflagging into the American registry.

Operated by Sealift Inc., the vessel is sailing on resupply mis-

sions to Diego Garcia in a shuttle service from Singapore. The ship was built in 1994. Formerly named the *Rio Bogota*, it was reflagged U.S. late last year and then was delivered to MSC the first week of January.

The charter for the *Mohegan* may extend up to five years if all options are exercised.



Operated by Sealift Inc., the *Mohegan* is under charter for up to five years



The vessel was built in 1994.



This photo was taken aboard the ship late last year while the vessel was reflagging overseas. Pictured from left to right are (sitting) AB Anthony Pace, Recertified Steward William Bragg (standing), SIU Guam Port Agent John Hoskins, AB Chris Johnson, OMU Terry Abbott, OMU Mike Jones and AB Kenneth Taylor.

Navy Confirms 2 More T-AKE Orders

New Builds will Boost Lewis and Clark-Class Fleet to 14

Despite the fears and woes that the recession and unemployment rates are causing for many, U.S. mariners can breathe a little easier than most due to the introduction of new ships and jobs into the U.S.-flag fleet. For example, the U.S. Military Sealift Command recently announced it will follow through on its plans for additional Lewis and Clark-class T-AKE ship construction; the agency has committed budget money to add two more such vessels to its fleet.

The original plan for the dry cargo/ammunition ships was to award contracts for the construction of six vessels with an option for six more at a later date. Due to the success of the program, the Defense Department announced the funding of T-AKE 13 and T-AKE 14, to be built by union-contracted General Dynamics National Steel and Shipbuilding Company (NASSCO) in San Diego. T-AKE 13 is the future *USNS Medgar Evers* and T-AKE 14 has yet to be named. Construction of the ships is scheduled to begin in the second and fourth quarters of 2010, respectively.

According to MSC, T-AKEs allow Navy ships to stay at sea, on station and combat ready, for extended periods of time. The ships are crewed by approximately 124 civil service mariners and 11 U.S. Navy sailors, who provide supply coordination.

SIU Government Services Division members sail in the unlicensed positions aboard the Lewis and Clark-class T-AKE ships.

In other recent news about the T-AKEs, the U.S. Navy christened and launched the *USNS Charles Drew* (T-AKE 10) in February. The ship honors Dr. Charles Drew, an American physician, regarded as the father of the blood bank, who researched and developed methods of blood collection, plasma processing and storage. Drew's research in blood storage first

benefited soldiers in the field during World War II, but has continued to save the lives of millions of people worldwide. His blood bank design is still the model for modern hospitals and for organizations such as the American Red Cross.

Also in February, NASSCO delivered the *USNS Matthew Perry* (T-AKE 9) to the Navy. The ship is named in memory of Commodore Matthew C. Perry, the U.S. Navy officer who established American trade with Japan in the mid-19th Century.



The *USNS Charles Drew* (above) slides into the water following its christening Feb. 27, at the General Dynamics NASSCO shipyard in San Diego. (U.S. Navy photo by Sarah E. Burford, Sealift Logistics Command Pacific Public Affairs). Union-contracted NASSCO delivered the *USNS Matthew Perry* (T-AKE 9) (photo at left) to the Navy in February.

List of Nations to Ratify ILO 185 Grows to 17

United States, Canada Still Lagging on Measure

In late February, the International Labor Organization (ILO) reported that Russia had become the latest nation to ratify a convention known as the Seafarers Identity Document No. 185 (typically abbreviated as ILO 185). This brings the number of ratifications of the convention up to 17.

The International Transport Workers' Federation (ITF) pointed out that so far in 2010, Brazil, Bosnia and Herzegovina also have ratified ILO 185. "The ratification shows that this convention is still relevant," said ITF Seafarers' Section Secretary Jon Whitlow. "This should encourage other countries to do likewise."

SIU Secretary-Treasurer David Heindel, who serves as first vice chair of the ITF Seafarers' Section, said the recent ratifications are bittersweet in that they once again indirectly call attention to the fact that neither the U.S. nor Canada has signed off on the agreement.

"This convention is important to all mariners, not just U.S. mariners," Heindel stated. "When our seafarers go

abroad, it's critical that we have an ILO 185-compliant document. And when seafarers of other nations sail to our shores we should not further complicate their profession by restricting their ability go ashore. To that end, America should ratify this important convention immediately."

According to the ILO, the Seafarers Identity Documents Convention of 2003 (No. 185) revises the earlier Seafarers Identity Documents Convention, 1958 (No. 108). The new convention, among other things, covers shore leave and is aimed at helping enable mariners to go ashore in foreign ports.

"The much-needed changes of 2003 relate to the identification of the seafarers," the agency pointed out. "They have radically enhanced the security features as well as the uniformity of the Seafarers Identity Document (SID) that countries are required to issue to their seafarers and lay down minimum requirements with respect to the countries' processes and procedures for the issuance of SIDs."

In late February, the AFL-CIO Maritime Trades Department executive board approved a statement on this topic. The resolution in part reads: "ILO 185 ... calls for nations to use state-of-the-art technology to verify the

identity of mariners documented by their countries. These documents would be audited every five years. They would eliminate the need for visas for shore leave.

"Maritime unions throughout the world, including those belonging to the MTD, believe such a technologically advanced document would provide greater security for ports while allowing mariners to disembark vessels when in port. However, despite being the originator of the proposal in the aftermath of the 9/11 attacks, the United States – as well as Canada – is among the nations who have failed to ratify ILO 185...."

"The MTD and its unions believe [ILO 185] deserves support and ratification. The United States and Canada should take the lead in doing so in order that mariners around the world will have safer and better working conditions."

The International Labor Organization is a United Nations agency self-described as "bringing together governments, employers and workers of its member states in common action to promote decent work throughout the world."

The ITF has more than 750 affiliated unions representing more than 4.6 million transport workers in 154 countries.

Tanker Modified for Shuttle Service



Seafarers and SIU officials in early March helped commemorate the conversion of the tanker *Overseas Cascade* (above), which was modified for shuttle service. A ceremony took place March 4 in Charleston, S.C. For a related story, see page 12.



SIU Exec. VP Augie Tellez (right) and VP Great Lakes Tom Orzechowski (left) congratulate U.S. Rep. Betty Sutton (D-Ohio) on receiving a prestigious award from a Great Lakes coalition.



SIU Asst. VP Archie Ware, OSG Senior VP Capt. Robert Johnston



SIU Asst. VP Archie Ware, OSG and CCO Eric Smith



The SIU crew aboard the tanker includes (from left) AB Romualdo Medina, OMU Marcos Arriola, QEP Victor Quioto and ABs Jonathan Weaver, Lawrence Hernandez, Julio Arzu and Silvio Lino.

U.S. Rep. Sutton Honored By Great Lakes Coalition

U.S. Rep. Betty Sutton (D-Ohio) recently was honored by a key maritime industry coalition because of her lifelong commitment to American-made goods and the workers who produce them, as well as for her dedication to saving and creating jobs.

In an early February ceremony in Washington, D.C., Sutton received the Great Lakes Maritime Task Force (GLMTF) 2010 Great Lakes Legislator of the Year Award. The task force is the largest labor/management coalition representing workers and industries dependent on shipping on the Great Lakes. The SIU is one of its members; SIU Executive Vice President Augie Tellez and SIU Vice President Great Lakes Tom Orzechowski attended the award presentation.

The president of the GLMTF, James H.I. Weakley, said that in addition to her many other accomplishments, Sutton's leading role in helping enact the program known as Cash for Clunkers "made her our overwhelming choice" for this year's award. He pointed out there is a strong connection between shipping on America's fourth sea coast and the automotive industry.

"On average, a car requires 1,600 pounds of steel, so the Cash for Clunkers program means 265,000 tons of American-made steel is moving people about the country," Weakley said. "Iron ore, the primary ingredient in steel, is the largest cargo on the Great Lakes. It takes about 1.5 tons of iron ore to make a ton of steel, so those vehicles consumed nearly 400,000 tons of Minnesota and Michigan iron ore that moved from mine to mill in U.S.-Flag lakers."

John D. Baker, first vice president of the coalition said the only thing stronger than Sutton's commitment to the environment is her allegiance to American labor and enterprise. "I have known Betty for many years. Time after time she has stood firm with American labor and American companies," he stated.

Rep. Sutton has made other significant contributions to Great Lakes shipping since being elected to the House of Representatives in 2006. She serves on the House Committee on Energy and Commerce and serves as co-chair of the Congressional Task Force on Job Creation.

Retired SIU Official Babkowski Passes Away in N.J. at Age 91

Theodore "Teddy" Babkowski, a retired SIU official who took part in virtually all of the union's earliest fights, passed away Feb. 21 at his home in Kendall Park, N.J. He was 91.

Babkowski joined the union in 1941 in Philadelphia and sailed in all combat zones during World War II. A member of the deck department, he helped organize the Isthmian fleet, was active in the 1946 general strike and participated in many of the other beefs which helped lay the SIU's foundation.

He came ashore after the war to work for the union as a port representative in New York, where he spent much of his career. Before retiring in 1983, he also at various times served the union on the West Coast (including Seattle) and at other East Coast locations including Baltimore and Piney Point, Md.

"He was a good union man – a real fighter," remembered SIU President Michael Sacco. "He was involved in a lot of battles in the early days of the union and was one of the builders. He helped organize a lot of companies."

SIU Executive Vice President Augie Tellez recalled that Babkowski was the patrolman on Tellez's first payoff as a mariner, which took place in Italy.

"He later broke me in on the waterfront," Tellez said. "Ted dedicated a lot of years to the SIU and had a unique way of resolving beefs. He was a good guy."

SIU New York Port Agent Bob Selzer knew Babkowski for more than 50 years.

"He was a good man and was well-liked by the membership," Selzer stated. "He broke many guys in and was a good union official. He was just a wonderful guy."

Retired SIU Piney Point Port Agent Edd Morris remembered Babkowski as quiet and serious during the union's earlier years, "but then, those were some trying days as we were growing. While (then SIU President) Paul Hall had all those sleepless nights and constant campaigns, Teddy and all of us were handling the orchestration of Paul's conductorship.

"We have many unsung heroes who enabled what we take for granted today. I am glad that Teddy is being recognized at his passing, as he played an important role."

Babkowski was a native of Wilkes Barre, Pa., which also was the site of his funeral. Family members remembered him as a loving husband and father and a proud grandfather. Survivors include his wife of 57 years, three children and three grandchildren.



Retired SIU official Teddy Babkowski sailed throughout WWII before coming ashore to work for the union.



In this photo from late 1979, Patrolman Teddy Babkowski (seated) fills out a dues receipt for Chief Steward Joe Speller (fourth from left) aboard the *Sealand Anchorage*. Also pictured are (from left) AB Osman Malip, Recertified Bosun George Burke and Engine Delegate Raymond Collazo



Off-watch members of the *MV Sea-Land Champion* prepare to commence burial at sea ceremonies for the late Seafarer Norman Evans.

Brotherhood of the Sea Memorializes Steward

The ashes of the late Seafarer **Norman Evans** were scattered at sea Sept. 20 from aboard the SIU-crewed *MV Sea-Land Champion*.

A retired Recertified Steward, Brother Evans passed away Aug. 30, 2009 at the age of 72. He retired in 2000 after proudly sailing under the SIU banner for nearly 30 years.

In accordance with his wishes, the ceremony was held off the West Coast of Amsterdam, the Netherlands at Latitude 31-59.9, and Longitude 078-05.5W. A memorial service was conducted by *MV Sea-Land Champion* Master John W. Muir and attended by all off-watch members of the crew, each of whom were fellow SIU union brothers of Brother Evans. Included were Bosun **James Walker**, ABs **Richard Gathers**, **Brian Gauntt**, **Rubin Mitchell** and **Christopher Johnson**, Electrician **Dennis Baker**, QMED **Gregorio Blanco**, DEU **Andre Mitchell**, Steward **Gregory Melvin**, SA **Dagoberto Guavara** and Cook **Michael Harris**. Chief Mate Richard Boullion also attended the service.

During his ceremonial remarks, Master Muir in part said, "We commit the earthly remains of Norman W. Evans to the deep, ashes to ashes, dust to dust. From water, all life arises. Mother of waters, Father of rain, you have taken back your own."

"As a stream flows into a river, as a river flows into the sea, may Norman W. Evans' spirit flow to the waters of the healing, to the waters of rebirth."

AB Mitchell spoke during the services on behalf of the crew.

With Seafarers in Puerto Rico



These recent snapshots were taken at the hall in Santurce, P.R. In the top photo, Bosun Dion Tury (center) helps with some repairs and other tasks, assisted by retiree Luigi Roman (left) and Port Agent Amancio Crespo. In the other photo, the port agent welcomes back AB Anibal Vega, who had just finished a long voyage. Vega is displaying his new "A" seniority book.



Senator Vitter to Receive 'Salute to Congress' Award

The International Propeller Club of the United States recently announced it is bestowing its 2010 "Salute to Congress Award" to Sen. David Vitter (R-La.).

Vitter, a staunch supporter of the American maritime industry who serves on three Senate committees with substantial jurisdiction over maritime, will be the 26th recipient of the annual award. It is scheduled to be presented April 27 at the Congressional Country Club in Bethesda, Md.

Vitter's senatorial resume includes service on the Senate Committee on Armed Services, where he is the Ranking Member on the Subcommittee on Strategic Forces, and service on the Subcommittee on Personnel and the Subcommittee on Sea Power. Additionally, he is a member of the Committee on Commerce,

Science and Transportation, where he serves on the Subcommittee on Oceans, Atmosphere, Fisheries and Coast Guard and (separately) the Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security.

During a past National Maritime Day ceremony, Vitter stated, "Each day, mariners perform a vital service in the global economy by ensuring that international trade proceeds without interruption. They work long hours in all kinds of weather. Whether they sail on the storm-tossed waves of the North Atlantic or the tropical heat of the South Pacific, these men and women perform their duties without recognition or fanfare."

According to the Propeller Club, the first

Salute to Congress Award was presented to Speaker Thomas "Tip" O'Neill in 1985. Recent recipients have included U.S. Reps. James Oberstar, (D-Minn.), Ike Skelton (D-Mo.), Don Young (R-Alaska), Gene Taylor (D-Miss.), Neil Abercrombie (D-Hawaii) and Duncan Hunter (R-Calif.) and Senators Ernest Hollings (D-S.C.), John Warner (R-Va.) and Ted Stevens (R-Alaska).

The Propeller Club of the United States is self-described as a grassroots, non-profit organization "dedicated to the enhancement and wellbeing of all interests of the maritime community, nationally and internationally. The organization aggressively promotes the maritime industry through many of its programs and partnering with other similar organizations."



AFGE President John Gage (above) addresses rally participants while Seafarers gather for a photo before the demonstration in Washington, D.C. (Group Photo by Bill Burke/Page One)



Seafarers Support TSA Workers, AFGE

With more than 30 percent of the Transportation Security Administration workforce expressing interest in making their choice of union representation official, the American Federation of Government Employees (AFGE) recently filed a petition with the Federal Labor

Relations Authority (FLRA) to be the exclusive union representative for 40,000 Transportation Security Officers.

SIU members earlier this year showed their support for the workers and for AFGE by participating in related demonstrations in Washington, D.C., and

Oakland, Calif. Speakers at the D.C. event included AFGE President John Gage, AFL-CIO Executive Vice President Arlene Holt Baker, AFL-CIO Secretary-Treasurer Liz Shuler, U.S. Rep. Nita Lowey (D-N.Y.), Communications Workers of America President Larry Cohen, Flight Attendants President Patricia Friend, National Air Traffic Controllers Association President Paul Rinaldi, Letter Carriers President Fredric Rolando and Metropolitan Baltimore AFL-CIO President Ernie Grecco, among others.

"It is way past time for the Obama administration to give the TSOs (transportation security officers) their right to bargain collectively and hold their election so they can sit down at the table with management, start the negotiations and change their lives for the better," Holt Baker said at the Feb. 23 rally.

Shuler said the labor movement "will not rest until the TSOs are treated equally" with other Homeland Security employees who have the right to bargain for a contract.

Gage refuted the misguided arguments by some in Congress who believe that allowing TSOs to have a union contract would jeopardize national security. He cited union members who have acted heroically when national security was threatened, such as the first responders to the Sept. 11, 2001 bombings and the police officers who shot a gunman who killed 13 people at Fort Hood, Texas.

Gage said, "The national security argument is an insult to AFGE, the AFL-CIO and every union member. Don't tell me that being in the union movement doesn't do anything but good for national security."

Ten days earlier, state and local political and labor leaders teamed up with security workers at Oakland International Airport for a rally. Attendees included California Labor Federation Executive Secretary-Treasurer Art Pulaski, Assemblywoman Nancy Skinner, Assemblyman Dave Jones, Alameda County Superintendent of Schools Sheila Jordan, San Leandro Mayor Tony Santos and Councilwoman Joyce Starosciak.



SIU members and officials in Oakland show their support for workers' rights.

Maersk Seafarers Complete Safety Session

SIU-contracted Maersk Line, Limited (MLL) is maintaining its popular and productive series of safety leadership conferences at the union-affiliated Paul Hall Center in Piney Point, Md. In late January, 24 Seafarers employed by Maersk along with several shore-side MLL employees finished the latest two-day session at the school. As previously reported, the safety conferences are part of a bigger MLL program geared toward workplace safety. SIU President Michael Sacco (at podium in photo at right) welcomed the group and briefly updated them on some key current events. He was joined by SIU Exec. VP Augie Tellez (right) and SIU Sec.-Treasurer David Heindel (center). Scheduled attendees from the January conference, many of whom are shown in the group photo below, included SIU members James Walker, James Battista, Terry Franklin, Guy Wilson, Donald Gearhart, Lawrence (Jack) Croft, Rafael Irizarry, Edward Rockinger, Stephen Osovitz, Connie Tarplin, Gilbert Louis, Brian Sengelaub, Tony Spain, Konstantino Prokovas, James Wynegar, Herbert Hyde, Ato Aikins, John Daniels, Timothy Girard, Rudolph Daniels, Malachi Tannis, Russell Haynes, Todd Abrams and Bill Jacobs and, from the company, Sean Kline, Sara Breed, Patrick Callahan, Jeff Londynsky, Steve Krupa, Erika Meinhardt, Dennis Houghton and Carol Berger.





A U.S. Coast Guard vessel sails past the Algonac, Mich., union hall.



ACNV Fred Hart



Bosun James Skowronek



AB Norbert Hinrichs

Lakes Crews Report for Fit Out

Alpena One of Many SIU-Crewed Ships Returning to Work

Great Lakes fit out was in full swing last month, as Seafarers reported to numerous vessels throughout the region. One such ship is the *Alpena*, aboard which most of the photos on this page were taken on March 11 in Muskegon, Mich. The other photo was snapped outside the SIU hall in Algonac, Mich.



AB Dan Hart



AB Phillip Piper (left) and Third Mate William Rieckelman



AB Herbert Schiller (left) and AB Richard Sawyer



Steward Richard Lalonde



'What a Difference You've Made'

Military Leaders Cite Value of Mariners' Reliability, Industry Partnership

The heads of the U.S. Transportation Command and the U.S. Military Sealift Command and a high-ranking U.S. Coast Guard officer all credited the U.S. Merchant Marine for its ongoing reliability, and also cited the invaluable partnership that exists between the military and the American-flag commercial maritime industry.

Making those statements Feb. 25-26 to the Maritime Trades Department executive board were U.S. Air Force General Duncan McNabb, commander of TRANSCOM; U.S. Navy Rear Admiral Mark Buzby, commander of MSC; and U.S. Coast Guard Rear Admiral Brian Salerno, the agency's assistant commandant for marine safety, security and stewardship. They addressed the board in Orlando, Fla., during its annual winter meeting.

America's relief mission in Haiti – titled Operation Unified Response – was a common thread in their comments. McNabb, Buzby and Salerno each pointed to the U.S. Merchant Marine's quick, efficient response as the latest example of a sterling record of dependability.

"I'm here to say thanks to all of you and the folks you represent," McNabb stated. "What a difference you've made. I get to see that firsthand as we move additional forces to Afghanistan, as we bring equipment out of Iraq and most recently what went on with Haiti. It was amazing."



Gen. Duncan McNabb

As he explained TRANSCOM's various components and its mission of overseeing the global movement of materiel, the general pointed out that when the military gets an assignment, very often "we turn to our commercial industry and say let's go get 'em." He said the commercial sector is "a big part" of America's capability to keep supply lines open and support the troops.

Describing the hundreds of civilian-crewed, American-flag ships available



Rear Adm. Mark Buzby

for military use through the Voluntary Intermodal Sealift Agreement, McNabb said, "If we had to own that, it (the monetary cost) would be astronomical. But by having that in the commercial industry, where they're doing the normal commercial business and helping us as we need it, it's huge. What a difference it makes."

He said the military taps into industry expertise to boost efficiency. In part that is how they recently teamed up to deliver 5 million meals to Haiti in 5 days.

Within the command, as they plan missions, "It's based on trust," McNabb said. "Again, my thanks go to you all for being such great partners."

Buzby said that without the merchant marine, MSC couldn't fulfill its mission.

"Your people make my ships go," he stated. "I'm under no illusion – I don't have a command unless I have you and your brothers and sisters running my ships for me. And your people have never failed to answer the call in peace and war. The latest example of that is Haiti."

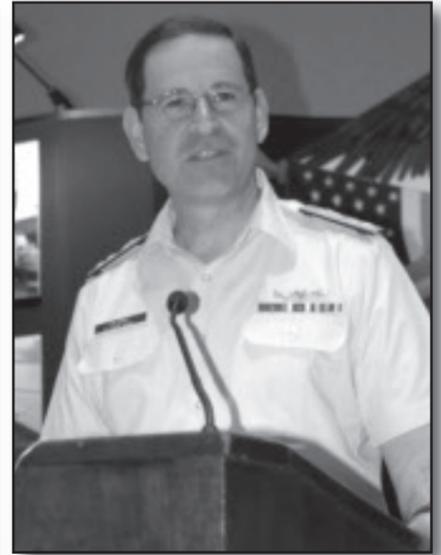
He said the response for Haiti was "amazing" in terms of speed and is "a real tribute to the mariners who answer the call, and not just the mariners" but also port personnel, many of whom also are represented by MTD-affiliated unions.

Buzby went to Haiti when many of the MSC ships were arriving. He boarded each of the U.S.-flag vessels and met many Seafarers. "Our impact was huge, delivered by your mariners," he said.

The admiral drew loud applause when he explained why he thinks there will be increased job opportunities for mariners.

"The Navy is relying on MSC more and more to provide fleet logistics and other, non-combat services because we deliver," he said. "We continue to be a growth industry and we deliver economically and still get the mission done. My belief is that as budgets continue to get tight, and the Navy is pressed more and more to continue to provide service with fewer dollars, that means more ships are coming our direction. I truly believe we are going to see more ships – ships that we never considered becoming MSC ships – coming our way."

Along those lines, he said MSC is



Rear Adm. Brian Salerno

"taking advantage of your expertise in education right now by sending some of our mariners through your world-class training schools.... I see MSC turning increasingly to you and your schools to meet our training needs. I think it makes perfect sense."

He credited mariners for doing an exceptionally good job maintaining the fleet and also said he is "very heartened" by the negotiations in Washington, D.C., between maritime unions and MSC concerning the Civilian Marine Personnel Instructions (CMPI) update. "For years, that's been at an impasse and we're actually making progress and moving forward on that. I have great optimism that we're going to actually make that happen," he said.

Buzby concluded, "Together, we have much to be proud of and much to look forward to."

Salerno also credited mariners for their effort in Operation Unified Response, adding that their work was indispensable but in character.

"The role of maritime was really preeminent," he said. "You could not have done what was done in Haiti without maritime. The civilian mariner once again showed their true value to the nation, just as they did after Katrina, just as they did after 9/11.... When it comes to national resiliency, mariners are very much a part of that."

He discussed several other topics including mariner credentialing and licensing. Salerno said the agency's National Maritime Center "I think is really on track. It has overcome some of the glitches that it experienced when the 17 regional exam centers merged or their functions were merged and is now running fairly smoothly. There's still a lot more to do but their goal is to improve the procedures so that no mariner is ever harmed or prevented from going back to work because the system was too slow. In fact the average processing time at the National Maritime Center is now 20 days. If you consider where we were a year ago where it was over 90 days that's a considerable improvement."

"We do welcome visitors," he continued. "I know many of the unions have come up there and seen the process and we've received a lot of feedback. We've taken that feedback and we've done some things that make it easier for the individual mariner."

MSC Commander: Seafarer Personifies Spirit



During his speech to the MTD board, Rear Adm. Mark Buzby recalled a recent stop aboard the SIU-crewed *Cornhusker State*, which had deployed for relief efforts in Haiti. The MSC commander met numerous mariners aboard various U.S.-flag ships in that area, but one – SIU Chief Cook Patricia Sullivan, pictured above – personified the U.S. Merchant Marine's eagerness to lend a hand, the admiral stated. "When she heard this relief effort was going down, she immediately went and looked for the first ship she could get on that was going to Haiti," Buzby said. "She signed on immediately.... She really epitomized the pride and the desire of our mariners to be a part of this effort and to help out. She literally dropped what she was doing, as did many other people on that crew, to be a part of it.... The Haiti ops really underscored the strength of our industry and the mariners who make it run."



U.S. Deputy Secretary of Labor Seth Harris



AFL-CIO Secretary-Treasurer Liz Shuler



Machinists Representative Frank Larkin

U.S. Must Create, Maintain Good Jobs

Administration, Labor Officials Say Recovery Impossible Without Rebuilding Middle Class

Focusing not only on the importance of good jobs but also on how to create and maintain them in America, representatives from the Obama administration, the AFL-CIO and the International Association of Machinists (IAM) recently told the Maritime Trades Department executive board that economic recovery depends on rebuilding the middle class.

U.S. Deputy Secretary of Labor Seth Harris, AFL-CIO Secretary-Treasurer Liz Shuler and IAM Representative Frank Larkin were among the guest speakers who addressed the board Feb. 25-26 in Orlando, Fla.

Harris recalled that he got his start in the labor movement 26 years ago, working as a field representative for the Seafarers in Houston. Coincidentally, SIU and MTD President Michael Sacco (then a union vice president) was based at the same hall.

"Mike and I spent a lot of hours talking about the hard lives of workers in this industry," Harris remembered. "He told me about the stories he had heard about what it was like in this industry before there were unions, what it took to build a strong union and what it meant to stand up for working families."

"That union hall is where I earned my 'graduate degree' in trade unionism and fighting for working families," Harris continued. "Mike and Joe (the late SIU Executive Vice President Joey Sacco) and the other Seafarers officials were my professors; our members were my tutors, and they gave me an education that changed my life."

Harris pointed out that the economic climate in those days was comparable to what Americans face in 2010.

"I have no illusions about what's happening to working families right now," he stated. "Working families are suffering through the worst economic times in seven decades. But our political system seems paralyzed to help — unable to resolve this painful crisis. The unemployment rate stands at 9.7

"...creating and maintaining good jobs will be this administration's number one focus in 2010, and that's why President Obama has called for a new and comprehensive jobs bill on his desk this year. But rescuing the economy is only the first step. It will not be good enough for America's working families to just get by. Our country needs them to thrive."

--- Seth Harris, U.S. Deputy Secretary of Labor

percent. Some 6.3 million Americans have been out of work for six months or longer. In some industries and in some communities, it's much higher."

Harris acknowledged his frustration concerning health care, pension issues, stagnant wages and EFCA. He blamed much of the political gridlock in Washington on a climate in which productive debate aimed at achieving results to benefit citizens instead has been replaced by perpetual focus on "who wins and loses arguments."

"But there's another way to do business," Harris said. "There is a way to make progress without insisting that one side must be losers in order for the other side to be winners. The people in this room know what I'm talking about because it's the way that the maritime industry has been doing business since before my days in Houston with Mike and Joe.... I know that maritime labor and maritime management don't always love each other. You have different interests and perspectives and goals. But maritime labor and management have found a way to work together so that both parties' interests are served. You have friends on both sides of the partisan aisle, because it's not about ideology. It's not about party. It's about everyone's interests being served. You don't agree on everything, but that's what negotiations are for. You know as well as I do that if both sides sit down and bargain honestly for their interests,

there's almost always room to [reach] a deal. That's the governance model we should insist on: a focus on shared interests and honest negotiations that involves some give and take. This industry can be a model for my friends and colleagues back in Washington. It can show them how business can be conducted — business that serves everyone's interests and moves our country forward."

Finally, Harris said that creating and maintaining good jobs "will be this administration's number one focus in 2010, and that's why President Obama has called for a new and comprehensive jobs bill on his desk this year. But rescuing the economy is only the first step. It will not be good enough for America's working families to just get by. Our country needs them to thrive."

Similarly, Shuler said that jobs are the labor federation's top priority.

Illustrating today's tough times, she pointed to Evansville, Indiana, where more than 1,000 workers are losing their jobs because Whirlpool is relocating a refrigerator production plant to Mexico.

"That may pad Whirlpool's profits, but it's a disaster for the whole community of Evansville," Shuler said. That is true for "not only the workers who've lost their jobs at the plant, but the grocery stores where they shop and the schools that depend on their taxes, and on down the line. Multiply

Evansville by 10,000 and that explains a lot of the jobs crisis in this country."

Shuler said the Economic Recovery Act has helped but is just a start. She described the federation's five-point program for job creation. Those steps include extending unemployment benefits; putting people to work repairing the nation's infrastructure and in green jobs; boosting aid to state and local governments to continue vital services; increasing government work where appropriate, but not as a replacement for private-sector jobs; and taking left-over TARP funds and using them to support lending to small businesses.

"But we can't stop there," Shuler said. "When we create jobs, we have to rebuild our economic foundation and make sure that those jobs are good jobs. And that means one thing above everything else, and that is ensuring the freedom of every worker to join a union and bargain collectively....

Without the Employee Free Choice Act, if we create millions of jobs but the jobs have low pay, lousy benefits and no future, that means we win the battle but lose the war."

She concluded by saying that the labor movement "must lead the way."

Larkin described the massive grassroots campaign the IAM is waging to educate Americans about the importance of good jobs and to offer hope and solutions by building community networks.

"We're continuing to make the point that a jobless recovery is no recovery," he said. "Our issue is that until there are jobs being created, it is not a real recovery. We say there should be a comprehensive strategy. It's not simply enough to resuscitate the finance industry or the insurance industry or the banking industry. We're talking about the manufacturing and shipbuilding industry, construction sectors.... We're encouraging skills training so that when the economy does begin coming back these high-skill jobs don't end up having to be pushed overseas."

2010 AFL-CIO Maritime Trades Department Executive Board Meeting



Joseph Hunt
President
Iron Workers



Robert Scardelletti
President
TCU



Michel Desjardins
President
SIU of Canada



Richard Hughes
President
ILA



Roman Gralewicz
President Emeritus
SIU of Canada



Dean Corgey
VP
Seafarers



James Williams
General President
Painters

MTD Profile

The Maritime Trades Department, to which the SIU is affiliated, is a constitutionally mandated department of the AFL-CIO. The MTD comprises 23 international unions and 21 port maritime councils in the United States and Canada representing 5.5 million working men and women.

SIU President Michael Sacco also serves as president of the MTD. He most recently was reelected to the latter post during the MTD convention in September 2009.

Traditionally, the MTD execu-

tive board meets early in the year. Such was the case again for 2010 – the board convened Feb. 25-26 in Orlando, Fla. During the two-day session, board members and guests tackled important issues confronting not only maritime workers but all working families.

The articles and excerpts on pages 9-13 are based on comments made at the meeting. Also, the photos on this page show some of the board members and guests, including a photo of a check presentation made by the MTD for Haiti relief efforts.



Desiree Gralewicz
Secretary-Treasurer
SIU of Canada



Lynn Tucker
General VP
Machinists



Ralph Maly
Vice President
CWA



Bernard Hostein
Asst. to President
Steelworkers



Robert Gleason
Sec.-Treasurer
ILA



David Kolbe
Political Director
Iron Workers

MTD Unions Donate for Haiti Relief



Near the end of the meeting, on behalf of the MTD and its port councils and affiliate unions, MTD President Michael Sacco (left) and other officials presented a check to AFL-CIO Secretary-Treasurer Liz Shuler (center) for the AFL-CIO Solidarity Center's Earthquake Relief for Haitian Workers' Campaign. Altogether, the MTD and its affiliates donated more than \$82,000, including donations from rank-and-file Seafarers. Pictured from left to right are Sacco, MEBA President Don Keefe, Shuler, AMO President Tom Bethel and MM&P VP Rich May.



Richard Lanigan
Vice President
OPEIU



Joseph Condo
International VP
TCU



Nick Marrone
VP
Seafarers



Tommy Fisher
International Rep
Sheet Metal Workers



Joseph Soresi
VP
Seafarers



Jerry Abell
Sec.-Treasurer
South Fla. Maritime
Trades Council

OSG Executive: Labor-Management Cooperation Boosts Maritime Industry

Working together, management and labor are writing a new chapter in American maritime history. However, much work remains if the industry is to continue making progress and weathering the current economic crisis.

That's what Eric Smith, the vice president and chief commercial officer of OSG America, told the executive board of the Maritime Trades Department on Feb. 25.

The most prominent examples of this management and labor cooperation are the 12 new SIU-contracted Jones Act tankers that were commissioned by OSG America a few years ago, Smith said. It was the largest order of its kind in the U.S. commercial sector.

According to Smith, unionized workers at the Aker Philadelphia Shipyard who are building the vessels have been meeting the highest international standards, matching shipbuilding giants like those located in China and South Korea.



OSG America VP and CCO Eric Smith

"...We – OSG and labor – are living proof that when good policy is created and established, great things come to this industry. We did it in 2004 and we can do it again." -- Eric Smith, VP, CCO, OSG America

Smith stressed that these are state-of-the-art vessels that will enable OSG to remain the second-largest tanker company in the world and the largest one in America.

He reminded the audience that in 2004, the company went to Washington, D.C., with a promise that if certain tax laws were changed to allow for fair competition, the company would use the savings to build new tankers "and create jobs at sea and ashore here in the United States. The law was changed; we honored our promise. We took 20 future years' worth of tax savings and spent them in three years. We signed a contract to build 10 new, modern tankers... We then increased that order to 12, bought a competitor and ordered large ATBs for lightering in Delaware Bay. After spending a couple of billion dollars, we added \$17 billion to the nation in economic impact, created 2,600 jobs at sea and on shore, generating \$3 billion in income for these folks. Together, we stimulated the economy."

He believes management and organized labor need to continue working together to get the federal government to enact policies helping the maritime industry to get through these difficult times. Among other potential benefits, such policies could help the nation fully capitalize on opportunities involving massive oil and energy supplies in the Gulf of Mexico that would create tens of thousands of jobs in industries across the board. Already, some of those jobs will involve shuttle tankers.

There are billions of barrels of "proven reserves" in that region, Smith said. Because of a lack of pipelines in

certain areas, shuttle tankers "may be the next great Jones Act shipping opportunity. This is new ground for the U.S., as there are no shuttle tankers currently trading in the Gulf of Mexico. That's about to change, as OSG will deliver the first-ever shuttle tanker in the Gulf of Mexico on April 1 of this year," he stated, referring to the Seafarers-crewed *Overseas Cascade*.

Smith also credited MTD-affiliated unions for their outstanding safety records. He described OSG's diverse U.S.-flag fleet and pointed out that "since

1985, we've lightered more than 2 billion barrels of crude oil in Delaware Bay and carried on 12,000 voyages with no incidents or spills."

Both on the legislative front and when it comes to shipboard safety, Smith said the company is "succeeding because of the efforts from SIU, MEBA and AMO... We at OSG are grateful to you and your folks for the support we've received."

He concluded, "Good tax policy is a critical element in growing our economy and in growing jobs in the maritime community. We – OSG and labor – are living proof that when good policy is created and established, great things come to this industry. We did it in 2004 and we can do it again. We become more competitive with Jones Act tonnage. We create a means for the U.S. government to use Jones Act tonnage in times of war. And, most of all, we create jobs."



In his remarks to the board, Eric Smith mentioned the new shuttle tanker *Overseas Cascade*, which recently underwent conversion in Charleston, S.C.

ITF Urges Increased Action to Thwart Piracy



Stephen Cotton
ITF Maritime Coordinator

An official from the International Transport Workers' Federation (ITF) told the Maritime Trades Department executive board that piracy is growing, and greater effort is needed to protect the world's mariners.

ITF Maritime Coordinator Stephen Cotton on Feb. 25 reported on the global effort the federation has been spearheading to ensure safety for seafarers. He offered some sobering statistics reflecting the depth of the piracy problem – one which has been pressing for many years, but which didn't gain widespread attention until the 2009 attacks on the SIU-crewed *Maersk Alabama* and *Liberty Sun*.

The SIU is one of the ITF's 751 affiliates. Those unions collectively represent more than 4.6 million transport workers worldwide.

"The last few years have seen massive growth in piracy," Cotton said.

In 2009 alone, he reported, there were 406 documented incidents – mostly near Somalia, though the danger zone is expanding. Of those cases, 153 vessels were boarded by pirates, and 49 of the ships were hijacked. Some 120 vessels were

fired upon – a threefold increase from the prior year. More than 1,000 mariners were taken hostage and eight were killed, though the fatalities "were not necessarily (directly) because of the attacks but because of stress and strain related to hijack," Cotton said.

As he and others have observed, the long-range solution isn't simply a military one. Piracy in the region is a political and social problem, particularly given the chaos in Somalia and the crushing poverty there.

This is a crisis that must be resolved, he stated, not just because of the humanitarian aspects involved but because of the great economic and strategic importance of the Gulf of Aden. More than 30,000 vessels a year transit the area.

At a minimum, he said, flag states need to increase military action in the region and use innovative concepts like shared convoys and increased training. Cotton reiterated the ITF's call that steps should be taken to ensure that all countries and companies sending vessels into the region be required to actively fight piracy.

Some are failing to take proactive steps to combat this growing menace, relying on nothing more than additional incentives for civilian mariners so that they continue to crew vessels, he said.

Additionally, Cotton pointed to what happened nearly a decade ago near the Straits of Malacca, where a concerted international effort drastically reduced such incidents. The same thing could happen in the Gulf of Aden, but only if the entire international community gets involved, he declared.

Cotton also thanked North American labor for all it is doing and urged it to keep the issue in the spotlight through petitions and by mobilizing political support.

On a separate subject, he reported that ITF inspectors worldwide had a banner year in 2009 when it came to assisting mariners.

"It's fair to say it's still difficult times, but last year, the ITF inspectors collected over \$20 million in unpaid wages for seafarers on a global basis, which is a massive increase," Cotton said.



Maritime Administrator, FMC Chairman Underscore Need for Strong U.S. Fleet

Addressing the Maritime Trades Department executive board Feb. 26 in Orlando, Fla., U.S. Maritime Administrator David Matsuda and Federal Maritime Commission Chairman Richard Lidinsky reiterated the strong support of their respective agencies for the U.S. Merchant Marine.

The Maritime Administration (MarAd) is part of the U.S. Department of Transportation; its functions include promoting the use of waterborne transportation and the sustainment of a viable U.S. Merchant Marine. The Federal Maritime Commission (FMC) is an independent agency responsible for regulating oceanborne transportation in America's foreign commerce.

Matsuda praised the U.S. maritime industry's strong response to the crisis in Haiti. He also expressed support for the laws that have helped preserve a viable domestic industry – most notably, the Jones Act, the Maritime Security Program (MSP), the America's Maritime Highway initiative and the Title XI Shipbuilding Loan Guarantee Program.

He went on to stress President Obama's appreciation of the American maritime industry, noting, "We have the right guy in the White House."

Matsuda said that the response to the Haiti earthquake once again displayed "what the merchant marine is all about and how we contribute and help in times of need."

He pointed out MarAd activated seven vessels for Operation Unified Response, and said it was a prudent move considering one ship can carry as much cargo as hundreds of airplanes.

"These ships are crewed by dedicated and skilled U.S. mariners represented by the unions here today," he stated.

Looking ahead, he said one of the agency's "major priorities is job creation

and the future of our workforce."

MarAd's critical missions also include security, preparedness and response. For example, Matsuda described the MSP, which DOT administers, as "a program many of you here (in the MTD) had a hand in helping create. This program guarantees military access to commercial U.S.-flag ships, related logistic services and a workforce of trained U.S. mariners."

He noted that since the start of 2009, the agency "has worked closely with the Coast Guard and U.S.-flag carriers to approve the reflagging of foreign ships to the U.S. registry under an expedited process. Seven new ships (have been added) since then – that's approximately 300 new jobs. These U.S.-flag commercial ships, many of them in the MSP program, delivered around half a million containers of equipment and supplies to support U.S. troops in Iraq and Afghanistan."

Lidinsky discussed the FMC's history and priorities and drew on his working relationships with figures from labor's past and present to underscore his commitment to preserving the Jones Act fleet. He noted that he has worked in the industry for more than four decades in such places as the old House Merchant Marine and Fisheries Committee and in the Port of Baltimore. He said it was an honor to know such legendary labor leaders as the late Paul Hall of the SIU.

According to the chairman, while the FMC dates its existence back to 1916, the present shape of the agency took hold in 1961 under a restructuring that gave MarAd control of most promotional programs and which made the FMC the entity in charge of regulation.

"Besides administering our parts of the Shipping Act that impact labor activity," he said, "we stand in full support of the



David Matsuda
Maritime Administrator



Richard Lidinsky
Federal Maritime Commission Chairman

Jones Act, cargo preference requirements, protection of our mariners from piracy, and other key laws that form the foundation of American-flag maritime policy."

Lidinsky devoted much of his speech to "the state of the global maritime economy and its impact on our country and workers." He said 2009 was an historically bad financial year in maritime, though the challenges certainly weren't confined to one industry.

Further, he said that although most experts who track the industry aren't predicting a full recovery in 2010, there are "small signs of the corner being turned and good news in the wings. In the Asia-Europe trades traffic is up nine percent. In

our Pacific trade eastbound from Asia to the U.S., container traffic is up 2.2 percent. Experts are predicting growth in the westbound trade of 9.9 percent, with the eastbound trade growing 8.7 percent....

"On the port front," he continued, "positive signs are being registered, such as Los Angeles, which had a 35 percent increase in containers in December over the previous year. Exports at that port were also up 40 percent. Overall, some economists [predict] a port recovery of 20.2 percent for West Coast ports and 13.1 percent for East Coast ports this year.... The bottom line is that full recovery will come to all maritime trades, so don't lose determination and hope."

Board Approves 13 Statements

The following are excerpts from a few of the 13 statements approved Feb. 25-26 by members of the Maritime Trades Department executive board. The resolutions help emphasize the MTD's position on issues which are critical to its affiliates and to the rank-and-file members of MTD unions.

Jones Act

What is the Jones Act? Simply put, it is the best known of the nation's cabotage laws. By calling for movements of waterborne cargoes between U.S. ports by vessels that are American-crewed, -built, -flagged and -owned, it has enhanced important national security interests and generated many economic benefits....

As numerous national defense experts have noted, the Jones Act has helped maintain a pool of skilled civilian mariners capable of meeting the nation's strategic sealift needs. By generating 76 percent of all commercial U.S. shipbuilding opportunities, it has preserved a viable domestic shipbuilding base. Moreover, some 70 percent of the ocean-going self-propelled vessels in the Jones Act fleet are militarily useful....

The total annual economic impact of the Jones Act is \$100 billion. Annual taxes generated by the Jones Act fleet top \$9 billion.

Support the Troops, and Veterans

Once again, American armed forces are standing on the battlefields of Iraq and Afghanistan as well as patrolling for pirate motherships in the Indian Ocean. Other troops are in Haiti assisting the earthquake survivors in regaining some semblance of a life and a country. Still more are

located around the globe making sure American interests remain secure.

Our hearts and prayers go out to these brave men and women, and to their families. Among these soldiers, sailors, airmen and Marines are our own union sisters and brothers. They have stepped away from their professions to answer their nation's call....

However, some of these returning veterans are finding yet another battle when they take off their country's uniform and attempt to return to their jobs. They are discovering roadblocks and locked doors to picking up where they left off. Despite the fact that it is federal law that workers called to active duty for their country should get their jobs back, some veterans are finding that is not the case. When these workers seek legal redress, they are discovering governmental red tape that could keep them off the job for years.

Others are coming home only to find their jobs have been contracted out. The facility still is standing, some of the same workers may even be doing the same jobs as when the veteran left, but a new name is on the paperwork so the original obligation no longer exists. We in the MTD have seen this too often as union busting. Now it is being turned against those returning from service to their country as a way to cut costs. How patriotic is that!

Those who have worn the nation's uniform do not deserve such treatment.

Cargo Preference

As we have seen with the recent tragedy in Haiti, people in need around the world look to the United States to be the first to provide aid and assistance. The sight of the American flag on an aid package or on the shoulder of a member of the armed services means somebody cares and help is on the way. From the famines in Africa to tsunamis in Southeast Asia, Americans have been swift and generous with food and staples to help those without.

A major contributor to these humanitarian efforts has been the nation's cargo preference laws, especially the

Food for Peace section of the Cargo Preference Act of 1954.

That specific law calls for a percentage of certain kinds of government-generated cargo to be carried aboard U.S.-flag commercial vessels at fair and reasonable prices. With regard to the Food for Peace provision, it covers humanitarian aid to people in need around the world. Food for Peace has assisted more than 3 billion people in 150 countries.

But the 1954 act is only one of the laws dealing with cargo preference. The others are the Cargo Preference Act of 1904 which requires all cargo procured or owned by the U.S. military to be carried exclusively by U.S.-flag vessels, and Public Resolution 17 (enacted in 1934) which states that all cargo generated by the Export-Import Bank be shipped on U.S.-flag vessels.

Jobs

Officially the national unemployment figure is around 10 percent. However, we know the problem is even worse. For almost every person included in the official count, there is another who is either underemployed or who has quit looking.... No one has created a cute or clever name for the economic downturn that is enveloping the country because there is nothing cute or clever about these last several years. What is true is the old axiom that when a friend or neighbor is unemployed, that's a recession; when you are unemployed, that is a depression....

Americans are a proud and determined people. They don't want handouts; they want jobs!

That is why the AFL-CIO has proposed a five-point program to get America back to work....

The time for action is now. While economists claim the recession is coming to an end, the depleted pocketbooks and wallets of working people tell a different story. People want jobs and they want them now.

The MTD, its affiliates and its Port Maritime Councils will continue to pursue whatever action is necessary to get America back to work.



AT THE FT. LAUDERDALE HALL – Following a recent membership meeting in Ft. Lauderdale, Fla., AB Angela Corbitt (photo at right) picks up her union book while other Seafarers (above) spend some additional time at the hall.



At Sea and Ashore With the SIU



KUDOS TO STEWARD – Fellow mariners aboard the *Antares* recently praised the work of Recertified Steward Stephen Bird, pictured above. Baltimore SIU Port Agent Elizabeth Brown reported that when she went aboard the ship, “the captain and every crew member spoke so highly of him, I thought it would be nice to give him some recognition in the LOG.” Bird’s SIU career began in late 1991



SUNSET ON SODERMAN – Recertified Bosun James Orlanda emailed this photo of a sunset as seen from the *USNS Soderman*. A Seafarer since 1995, Orlanda completed recertification near the end of 2009. The *Soderman* is a large, medium-speed, roll-on/roll-off vessel (LMSR).



ABOARD TYCO DEPENDABLE – This photo was taken aboard the *Tyco Dependable* in Baltimore, during the holiday season. Pictured with Baltimore SIU Port Agent Elizabeth Brown are (standing, from left) OS Johnny Hunter, SA Lamond Fulton, and Wiper Mike Kelly.



CONGRATS TO AB – At the hall in Oakland, Calif., Dispatcher Nick Marrone II (left) congratulates AB Ralph White on qualifying for his “A” book. White most recently sailed aboard the *Capella*.



CELEBRATING RETIREMENT – Fellow SIU members and officers aboard the *Seabulk Arctic*, some of whom are pictured in the group photo above, wished all the best for Recertified Bosun Juan Castillo as he headed into retirement. In the photo at left, taken during the same voyage last fall, the bosun cuts the first piece of his farewell cake. Castillo sailed with the SIU for 40 years.



WELCOME ASHORE – At the union hall in Jacksonville, Fla., Patrolman Brian Guiry (right) presents newly retired AB Francisco Rivera with his first pension check. Rivera started sailing with the SIU in 1964. His last ship was the *National Glory*.

Important Notice to Seafarers: Always Keep Your Shipping Documents, Records Updated

SIU members already understand the importance of keeping their maritime credentials current. In short, mariners can't sail unless they comply with Coast Guard and TSA and other requirements pertaining to documentation and training.

Another vitally important step for all Seafarers is making sure their records are up-to-date in the new Seafarers Management Information System (SMIS), which is used for shipping and registration. Failure to do so may result in delays or other hang-ups when members are ready to ship out.

Specifically, members are urged to bring the following items to the union hall as soon as possible after any of the items are renewed or otherwise modified:

- Merchant Mariner Credential (MMC);
- Merchant Mariner Document/Z-card (MMD);
- Transportation Worker Identification Credential (TWIC);
- Passport;
- 1995 STCW certificate, if applicable.

Examples of modifications to the aforementioned items would include new stickers added to an MMC upon upgrading a rating, renewal of a passport, original receipt of a TWIC, etc.

Also, it is critical that members help ensure SMIS reflects their compliance with each of the four elements of STCW Basic Safety Training (BST). Any member who has completed BST at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., and who has renewed it either via sea service or by returning to the school already should be current in SMIS. Similarly, any member whose training record book (TRB) already reflects compliance with the four elements of BST (personal survival, fire prevention, elementary first aid, and social responsibility) found on the Basic Training pages of their TRB should be current in the system. Anyone who successfully completed the unlicensed apprentice (UA) program will be in compliance as long as they have continuously sailed and obtained one year of seetime in the past five years. Those who were originally grandfathered in need to have taken the BST course at least once and sailed one year in the past five.

However, entry and steward department members who completed BST elsewhere should bring both their original STCW Basic Safety Training certificates and their training record books to the union hall as soon as possible. This will allow port personnel to update SMIS and to credit mariners for the training they have completed.

Finally, rated members who hold a 1995 STCW certificate from any entity other than the Paul Hall Center and who never sent their original certificates to the school now must bring their original certificates to the hall as soon as possible.

The bottom line is that, while SMIS is a state-of-the-art system and widely is regarded as a major improvement compared to the system built in 1981, its effectiveness in serving the membership depends in part on containing and maintaining current data. Therefore, Seafarers are asked not to wait until the last minute to inform the union halls of any changes to their documents/credentials.

Questions about SMIS may be directed to port agents or to the admissions office in Piney Point.

April & May 2010 Membership Meetings

Piney Point.....	Monday: April 5, May 3
Algonac.....	Friday: April 9, May 7
Baltimore.....	Thursday: April 8, May 6
Guam.....	Thursday: April 22, May 20
Honolulu.....	Friday: April 16, May 14
Houston.....	Monday: April 12, May 10
Jacksonville.....	Thursday: April 8, May 6
Joliet.....	Thursday: April 15, May 13
Mobile.....	Wednesday: April 14, May 12
New Orleans.....	Tuesday: April 13, May 11
New York.....	Tuesday: April 6, May 4
Norfolk.....	Thursday: April 8, May 6
Oakland.....	Thursday: April 15, May 13
Philadelphia.....	Wednesday: April 7, May 5
Port Everglades.....	Thursday: April 15, May 13
San Juan.....	Thursday: April 8, May 6
St. Louis.....	Friday: April 16, May 14
Tacoma.....	Friday: April 23, May 21
Wilmington.....	Monday: April 19, May 17

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

Dispatchers' Report for Deep Sea

February 16, 2010 – March 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	12	9	7	26	8	5	0	15	23	4
Anchorage	0	3	0	0	0	0	0	0	6	0
Baltimore	4	4	2	4	0	0	1	5	6	2
Fort Lauderdale	13	18	5	14	11	2	11	30	27	6
Guam	3	3	0	2	3	0	0	7	12	0
Honolulu	9	2	1	5	6	0	3	16	14	2
Houston	48	31	4	57	11	2	12	84	61	5
Jacksonville	28	24	7	17	9	1	7	51	46	9
Joliet	6	10	1	9	3	1	0	5	13	1
Mobile	12	6	2	8	6	0	1	23	7	3
New Orleans	11	8	2	7	4	0	3	28	10	4
New York	48	15	6	22	13	3	14	88	33	7
Norfolk	17	30	7	19	13	2	7	27	42	14
Oakland	21	15	0	21	12	0	8	45	17	1
Philadelphia	2	13	1	3	6	0	2	5	13	2
Piney Point	2	5	6	0	5	3	1	3	6	5
Puerto Rico	14	8	0	12	5	1	4	12	18	3
Seattle	41	21	1	24	14	0	11	72	39	5
St. Louis	2	1	1	1	0	1	0	3	4	0
Wilmington	26	20	2	29	15	1	13	50	51	10
TOTALS	319	246	55	280	144	22	98	569	448	83

Engine Department										
Algonac	3	3	4	6	3	3	0	3	3	2
Anchorage	0	2	0	0	0	0	0	0	3	0
Baltimore	4	6	1	3	4	0	2	7	4	1
Fort Lauderdale	13	3	0	5	5	0	1	18	14	3
Guam	1	2	0	0	0	0	0	3	5	2
Honolulu	9	3	0	8	3	0	1	10	5	1
Houston	16	8	1	6	9	1	3	33	26	3
Jacksonville	20	15	0	11	9	0	6	35	30	0
Joliet	7	2	1	4	1	0	0	5	5	1
Mobile	4	1	0	5	1	0	1	9	1	1
New Orleans	7	1	0	9	2	0	2	12	2	0
New York	14	9	0	15	4	0	3	31	22	2
Norfolk	10	21	0	5	10	1	3	23	38	1
Oakland	10	5	1	12	6	1	8	9	9	6
Philadelphia	3	2	0	2	0	0	0	7	2	0
Piney Point	2	3	1	0	1	0	0	3	2	1
Puerto Rico	1	5	0	2	4	0	0	4	13	0
Seattle	19	10	0	8	7	0	6	26	24	0
St. Louis	0	3	1	2	2	0	0	0	7	1
Wilmington	12	18	1	11	8	0	2	19	22	4
TOTALS	155	122	11	114	79	6	38	257	237	29

Steward Department										
Algonac	2	3	1	1	3	2	0	5	3	0
Anchorage	0	2	0	0	1	0	0	0	2	0
Baltimore	2	0	0	0	0	0	0	7	1	0
Fort Lauderdale	5	4	0	9	5	0	3	14	6	0
Guam	2	0	0	1	3	0	0	4	0	0
Honolulu	13	6	0	10	2	0	3	24	7	0
Houston	21	2	1	16	3	0	9	35	11	0
Jacksonville	16	9	0	18	7	0	7	23	12	0
Joliet	3	1	1	3	1	1	0	0	2	0
Mobile	3	3	0	7	2	0	4	7	3	0
New Orleans	4	2	0	5	1	0	1	9	1	0
New York	23	8	0	18	3	0	9	41	10	0
Norfolk	10	8	2	6	8	1	3	15	14	2
Oakland	14	2	0	15	1	0	4	31	11	1
Philadelphia	0	2	0	1	0	0	0	4	2	1
Piney Point	2	1	1	4	1	1	3	2	1	0
Puerto Rico	2	1	0	3	2	0	1	2	4	0
Seattle	14	4	1	9	3	0	3	34	5	2
St. Louis	3	1	0	1	1	0	0	3	2	0
Wilmington	27	7	2	9	0	2	5	60	8	0
TOTALS	166	66	9	136	47	7	55	320	105	6

Entry Department										
Algonac	2	12	7	2	9	1	0	4	21	7
Anchorage	0	1	0	0	2	0	1	0	1	1
Baltimore	1	3	6	0	0	1	0	1	4	4
Fort Lauderdale	0	8	7	0	4	3	0	0	8	12
Guam	0	0	0	0	1	2	0	0	3	0
Honolulu	2	4	4	2	5	0	1	6	4	4
Houston	5	9	4	4	8	3	1	8	31	11
Jacksonville	2	25	6	1	12	1	2	3	43	15
Joliet	5	15	1	5	17	0	0	2	3	3
Mobile	0	5	2	1	5	0	1	1	13	7
New Orleans	0	6	2	1	2	1	0	0	8	6
New York	9	18	11	5	21	1	4	12	51	18
Norfolk	0	13	10	1	6	3	1	0	35	29
Oakland	4	18	7	3	10	3	1	3	33	16
Philadelphia	0	2	1	0	1	2	0	0	2	1
Piney Point	0	6	13	0	5	15	0	0	3	7
Puerto Rico	0	0	4	0	0	0	0	0	2	3
Seattle	7	12	4	4	10	1	5	18	29	7
St. Louis	0	2	1	0	2	0	0	0	0	1
Wilmington	3	10	9	1	7	6	0	4	28	13
TOTALS	40	169	99	30	127	43	17	62	322	165

GRAND TOTALS: 680 603 174 560 397 78 208 1,208 1,112 283

Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski,

Vice President Lakes and Inland Waters

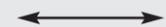
Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

635 Fourth Ave., Brooklyn, NY 11232
(718) 499-6600

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's Inquiring Seafarer question was asked in Norfolk, Va.

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

Jeremy Finley
AB

Honestly, the most memorable was the most recent voyage, aboard the *Energy Enterprise*. I had sailed deep sea before; this was my first coastwise trip. I learned a lot – just general ship's knowledge. You're all over that ship, all the time. It was nice to see.... I'd run a T-AGOS before and you're just out in the middle of the ocean. The *Energy Enterprise* was a true merchant ship and the diversity of the crew was really nice to see. We were on with the chief mate from the *Maersk Alabama*. I didn't realize he was that young. I



have to say the officers and crew were really cohesive – more cohesive than I've seen before, with more camaraderie. It was a really good voyage.

Sherman Hudson
Bosun

I'd go all the way back to my first trip as an OS, which was aboard the *Sealand Explorer*. I was running from Seattle to Anchorage and the greatest thing was the adventure, just being out at sea. Shipping now is a little different than it was then. The best thing is being around different cultures and exploring the world. I've been doing it for 31 years and it's still an adventure. Being out at sea, you have time to think about how you want to live your life.... It might sound phony to others but you've got to like what you're doing in this world, and God blessed me to become



a mariner. The brotherhood aboard the ships is always great. In the SIU you have a chance to upgrade your skills and further your education. It's a golden opportunity and can be a great foundation for anyone.

Tim Kacer
AB

I'd say the trips when I used to be an AB on the *Gopher State*. I was on it for five years. We went from Guam to Thailand for a military exercise and that was fun. I saw a lot of parts of the Pacific on that ship.... The best trip I ever made to Europe was in 1994 on a tanker called the *Sealift Antarctic*. We got to see a lot of different sites and we spent about two or three days in every port. We went from North Carolina to Rhode Island to Italy, Spain, back to Italy, then Greece, Turkey and England. The port time is what made it memorable.



Abner Diaz Torres
QMED-Electrician

My most recent one I guess is the best one. I was an electronics technician aboard the *USNS 1st Lt. Harry Martin* and it was one of the best experiences. I'm a very academic person and this voyage put me in a position to troubleshoot, to work on communications systems and other systems. It helped me become more proficient in all the electrical systems in the engine department and I also learned that I need to keep training. That ship goes from South Korea carrying military cargo. We started the voyage in Yeosu and discharged in Chinhae. I learned a lot and gained good experience.



Pic-From-The-Past



The above photo shows the crew of the SIU-contracted SS *Steel Vendor* during an around the world voyage that took place from Nov. 3, 1951 to Feb. 18, 1952. It was submitted by Pensioner R.J. McConnell of Long Beach, Calif. A member of the crew during the voyage, McConnell said that he could "write a book about this trip." McConnell is second from left in the photo.

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

EDWARD ARMOND

Brother Edward Armond, 65, joined the union in 1986. He initially sailed on the *USNS Indomitable*.

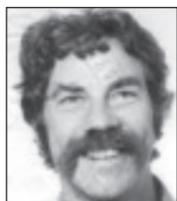
Brother Armond shipped in the deck department. His final ship was the *USNS Assertive*.

Brother Armond resides in Vandemere, N.C.



CHARLES BOWEN

Brother Charles Bowen, 65, became an SIU member in 1988 while in the port of Wilmington,



Calif. His first ship was the *USNS Curtiss*; his last the *Defender*. Brother Bowen upgraded in 2001 at the

Paul Hall Center in Piney Point, Md. The deck department member was born in San Francisco and now lives in Ojai, Calif.

JUAN CASTILLO

Brother Juan Castillo, 60, joined the Seafarers in 1970 while in the port of New Orleans. He sailed in the deck department on ves-



sels including the *Andrew Jackson* and the *Seabulk Arctic*. Brother Castillo frequently visited the SIU-affiliated school in Piney Point, Md. He makes his home in Katy, Texas.

FERNANDO DOMENICALE

Brother Fernando Domenicale, 74, started sailing with the SIU in 2001 from the port of Fort



Lauderdale, Fla. His first voyage was aboard the *Independence*. Brother Domenicale, who sailed in the steward

department, attended classes on two occasions at the Piney Point school. He was last employed on the *Overseas Philadelphia*. Brother Domenicale is a resident of Hallandale, Fla.

ARTHUR EDWARDS

Brother Arthur Edwards, 67, donned the SIU colors in 1969 in the port of San Francisco. He originally shipped aboard the *Santa Maria*. In 2000 and 2002,

Brother Edwards enhanced his seafaring abilities at the union-affiliated school in Piney Point, Md. He was born in Philadelphia and worked as a member of the steward department. Brother Edwards most recently sailed on the *Keystone State*. He calls San Pablo, Calif., home.



CARLOS JULIO

Brother Carlos Julio, 65, signed on with the Seafarers in 1990 while in Honolulu. He often took advantage of educational opportunities at the SIU-affiliated school in Maryland. Brother Julio initially worked aboard the *Independence* as a member of the steward department. He was born in Panama. Brother Julio's last ship was the *Overseas Maremar*. He resides in New York.

WALTER KIMBROUGH

Brother Walter Kimbrough, 65, joined the SIU ranks in 1973 while in the port of New York.



His first trip was aboard a vessel operated by Gulf Canal Lines. Brother Kimbrough upgraded on numerous

occasions at the Paul Hall Center. He sailed in the engine department in both the inland and deep sea divisions. Brother Kimbrough's final voyage was on the *LNG Libra*. He calls Sparks, Nev., home.

OGDEN LAFAYE JR.

Brother Ogden Lafaye Jr., 69, was born in New Orleans. He became a union member in 1981 while in San Francisco.

Brother Lafaye's first ship was the *Liberator*; his last was the *Motivator*. He worked in the engine department. Brother Lafaye makes his home in Starbuck, Wash.



JULIO MATTOS

Brother Julio Mattos, 62, began sailing with the SIU in 1966 from the port of New York. He was originally employed aboard the *Wacosta*. Brother Mattos was a frequent upgrader at the Piney Point school. His final trip was on the *El Morro*. Brother Mattos shipped in the deck department and lives in Buena Vista, P.R.

THOMAS MCCORMACK

Brother Thomas McCormack, 70, donned the SIU colors in 1999 while in San Francisco. He initially shipped aboard the *Stephen W. Pless*. Brother McCormack was born in New York and sailed in the deck department. His most recent voyage was on the *Honor*. Brother McCormack resides in Lake Worth, Fla.



RICHARD STUVERUD

Brother Richard Stuverud, 65, started his career with the union in 1990 while in the port of Seattle. He originally sailed aboard the



Independence. In 2000, Brother Stuverud took advantage of

opportunities available at the maritime training center in Piney Point, Md. The engine department member's last ship was the *Tacoma*. Brother Stuverud calls Federal Way, Wash., home.

ANGELO URTI JR.

Brother Angelo Urti Jr., 66, became a Seafarer in 1965. His earliest trip was aboard the *York*. Brother Urti often upgraded his skills at the Paul Hall Center. He

worked as a member of the deck department. Brother Urti's final ship was the *Sgt. Matej Kocak*. He lives in Hammond, La.



INLAND

THOMAS FITZPATRICK

Brother Thomas Fitzpatrick, 62, joined the union in 1973. His first ship was operated by



Steuart Transportation Company. Brother Fitzpatrick was born in Pennsylvania. He was last employed

with Moran Towing of Pennsylvania. Brother Fitzpatrick settled in St. Petersburg, Fla.

DAVIS GRIFFIN

Brother Davis Griffin, 62, signed on with the SIU in 1981. He primarily sailed with Dravo Basic Materials Company for the duration of his career. Brother Griffin is a resident of Megargel, Ala.



MICHAEL OFFENSEND

Brother Michael Offensend, 71, began his SIU career in 1977. He initially sailed with Interstate Oil

Transportation Company. Brother Offensend most recently worked on a Mariner Towing ves-



WILLIAM PALMER

Brother William Palmer, 66, was born in Houston. He joined the union in 1959. Brother Palmer

first worked with G&H Towing as a member of the deck department. He enhanced his skills frequently at the

Seafarers-affiliated school in Piney Point, Md. Brother Palmer's final trip was on the *Pacific Reliance*. He now resides in Conroe, Texas.



This Month In SIU History

Editor's note: The following items are reprinted from past issues of the Seafarers LOG

1945

A Japanese suicide plane, which hit smack in number 3 hold, could not stop the SIU men on the *SS Kyle V. Johnson* from participating in the invasion of Luzon. A number of soldiers and the steward were killed, and a hole torn in the side, but after an emergency patch was made in the side of the vessel, it was able to continue in the convoy.

The ship was given credit for shooting down six Japanese planes, with the members of the crew helping man the guns. The crew was commended by the Army officers and General MacArthur for their splendid behavior and action during and after the attack.

1956

SIU crewmembers of the *Steel Advocate* who took part in a dramatic rescue of two fliers from shark-infested Pacific waters were awarded a special blue pennant for "meritorious rescue operations" by the National Security Council.

The rescue took place about 1,100 miles west of Hawaii. A commercial cargo plane went down with five men, but only two sur-

vived after being in the weather for 44 hours. They were being attacked by sharks when they were spotted by the ship's bosun. A smooth-running rescue followed and the men were quickly brought aboard.

1978

The latest in what has become a grim history of flag-of-convenience tanker wrecks involves the 233,000 dwt *Amoco Cadiz*. The ship, which was registered under the Liberian flag, went aground off the coast of France. Despite efforts to minimize pollution, several days later the *Cadiz* broke in two and spilled her entire load of 68 million gallons of crude oil into the ocean.

1999

The SIU-crewed *USNS Gordon* was prepositioned and anchored when crew members spotted two United Arab Emirates fisherman waving and clinging to a mostly submerged 12-foot boat in high wind and choppy seas. Reacting quickly, the *Gordon* launched an inflatable boat and saved the two men. The rescue lasted only 28 minutes.

Rear Admiral Gordon Holder, commander of Military Sealift Command, described the rescue as "a perfect example of seamanship in the finest tradition."

Final Departures



DEEP SEA

LORAIN CHRISTENSEN

Pensioner Loraine Christensen, 89, passed away Nov. 17. Sister Christensen joined the Marine Cooks & Stewards in 1968 in the port of San Francisco, before that union merged into the SIU. She was born in Wisconsin and shipped in the steward department. Sister Christensen sailed with States Steamship Company and Matson Navigation Company during her career. She went on pension in 1982 and called San Joaquin, Calif., home.

DAVID CORDERO

Pensioner David Cordero, 62, died Nov. 29. Brother Cordero became a Seafarer in 1969. He originally worked aboard the *Jacksonville* as a member of the deck department. Brother Cordero was born in Puerto Rico. Prior to his retirement in 2007, he shipped on the *Quality*. Brother Cordero settled in New York.

PEDRO CORTEZ

Pensioner Pedro Cortez, 84, passed away Nov. 23. Brother Cortez started sailing with the union in 1963 while in the port of New York. He was born in Ponce, P.R. Brother Cortez's earliest trip was aboard the *Cantigny*. He shipped in the engine department. Brother Cortez most recently worked on the *USNS Altair*. He retired in 1991 and lived in Burlington, N.C.



RONNIE DAY

Brother Ronnie Day, 55, died Nov. 15. He signed on with the SIU in 1990 in the port of Houston. Brother Day initially shipped aboard the *USNS Capella*. His final voyage was on the *Samuel L. Cobb*. Brother Day was a member of the engine department. He was born in Illinois and made his home in Corpus Christi, Texas.

SAMUEL GIBSON

Pensioner Samuel Gibson, 83, passed away Nov. 30. Brother Gibson, a member of the engine department, began sailing with the



Seafarers in 1951. His first trip was aboard the *Alcoa Pennant* and his last was on the *Overseas Alaska*. Brother Gibson was born in Alabama. He became a pensioner in 1983. Brother Gibson was a resident of Gilberttown, Ala.

THOMAS MARTINEZ

Pensioner Thomas Martinez, 89, died Nov. 12. Brother Martinez was born in Ecuador. He joined the union in 1945 while in the port of Philadelphia. Brother Martinez originally shipped with Sinclair Oil Corporation as a member of the engine department. His most recent vessel was the *USNS Bruce Heezen*. Brother Martinez went on pension in 1999 and resided in Philadelphia.



FRANCIS SCHUMACHER

Pensioner Francis Schumacher, 82, passed away Nov. 30. Brother Schumacher began his seafaring career in 1947 while in the port of Baltimore. His first ship was operated by CSX Lines. Brother Schumacher's final trip was aboard the *George White*. The deck department member started collecting his retirement compensation in 1982. Brother Schumacher called Evansville, Ind., home.



INLAND

CHARLES KEICHLINE

Brother Charles Keichline, 51, died Nov. 26. He became a union member in 1991 in the port of Philadelphia. Brother Keichline primarily worked with Moran Towing of Philadelphia. He was born in Woodbury, N.J., and sailed in the deck department. Brother Keichline continued to live in New Jersey.

JACK TILLET

Pensioner Jack Tillett, 77, passed away Oct. 11. Brother Tillett signed on with the SIU in 1951. His earliest trip was with



Blidberg Rothschild. Brother Tillett was a North Carolina native. He last sailed on a Marine Oil Service vessel. Brother Tillett retired in 1994 and settled in Chesapeake, Va.

JOHN ZELLER JR.



Pensioner John Zeller, Jr., 62, died Nov. 18. Brother Zeller joined the union in 1973 while in Baltimore. He

initially shipped aboard a Charles H. Harper & Associates vessel. Brother Zeller was most recently employed with Moran Towing of Maryland. He went on pension in 2009 and resided in his native state of Maryland.

NATIONAL MARITIME UNION

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

ANTONIO ALVARADO

Pensioner Antonio Alvarado, 89, passed away Sept. 20. Brother Alvarado was born in Honduras. He became a pensioner in 1987 and settled in New York State.

FRIDE ANDERSSON

Pensioner Fride Andersson, 86, died Sept. 14. Brother Andersson was a native of Sweden. He retired in 1989 and called Vidor, Texas, home.

NICOLAS APONTE

Pensioner Nicolas Aponte, 77, passed away Nov. 10. Brother Aponte was born in Santo Domingo. He began receiving his pension in 2002. Brother Aponte was a resident of New York.



JOSE ARANGO

Pensioner Jose Arango, 95, died Dec. 12. The Colombia native started collecting his retirement pay in 1976. Brother Arango resided in Austin, Texas.



ELPIDIO CORTES

Pensioner Elpidio Cortes, 74, passed away Sept. 16. Brother

Cortes was born in Puerto Rico. He went on pension in 1992. Brother Cortes lived in Bayamon, P.R.



CLARENCE DOUGLAS

Pensioner Clarence Douglas, 69, died Dec. 13. Brother Douglas was a native of Mobile, Ala. He began receiving his retirement pay in 1995. Brother Douglas resided in Cypress, Texas.

GERALDO FERREIRA

Pensioner Geraldo Ferreira, 79, passed away Oct. 27. Brother Ferreira was born in New Bedford, Mass. He became a pensioner in 1989 and settled in Waterford, Conn.



MICHAEL GORMLEY

Pensioner Michael Gormley, 72, passed away Sept. 24. The New Jersey-born mariner became a pensioner in 1992. Brother Gormley made his home in Port Orange, Fla.

LEWIS HATCHER

Pensioner Lewis Hatcher, 86, died Jan. 4. Brother Hatcher was born in Alabama. He retired in 1967. Brother Hatcher called Norfolk, Va., home.

JOHN HUGHES

Pensioner John Hughes, 89, passed away Sept. 11. Brother Hughes was a native of Massachusetts. He started collecting his retirement compensation in 1973. Brother Hughes made his home in Timonium, Md.

LAWRENCE KORYCKI

Pensioner Lawrence Korycki, 84, died Sept. 22. Brother Korycki was a resident of Maryland. He went on pension in 1966.

ANTONIO MARTINEZ

Pensioner Antonio Martinez, 88, passed away Sept. 17. Brother Martinez was born in Tampa, Fla. He became a pensioner in 1966 and continued to reside in Tampa.

PRISCILIANO MORALES

Pensioner Prisciliano Morales, 85, died Dec. 30. Born in Puerto Rico, he retired in 1968. Brother Morales resided in New York.

JAMES PERRODIN

Pensioner James Perrodin, 80, passed away Jan. 4. Brother Perrodin began receiving his pension in 1999. He lived in Cottageville, S.C.

JUAN RIVERA

Pensioner Juan Rivera, 99, died Sept. 21. Brother Rivera was a native of Puerto Rico. He started collecting his retirement compensation in 1968. Brother Rivera continued to make his home in Puerto Rico.

ROLANDO RIVERA

Pensioner Rolando Rivera, 75, died Sept. 14. Brother Rivera was a native of El Progreso, Yoro, Honduras. He retired in 1995 and called Metairie, La.



ANGELO RODRIGUEZ

Pensioner Angelo Rodriguez, 87, passed away Sept. 12. Brother Rodriguez, a native of New York, retired in 1966. He called Bronx, N.Y., home.

GILBERTO RODRIGUEZ

Pensioner Gilberto Rodriguez, 83, died Sept. 3. The Puerto Rico native went on pension in 1967. Brother Rodriguez made his home in Tampa, Fla.

NAJI SAIBAN

Pensioner Naji Saiban, 77, passed away Sept. 14. Brother Saiban was born in Yemen. He became a pensioner in 1995 and settled in San Leandro, Calif.

MELVIN SPEIR

Pensioner Melvin Speir, 82, died Sept. 3. Brother Speir was a native of Georgia. He retired in 1972. Brother Speir lived in Pembroke, Ga.

KESLEY WALLACE

Pensioner Kesley Wallace, 78, passed away Sept. 29. Brother Wallace, a native of the Cayman Islands, went on pension in 1986. He made his home in St. Petersburg, Fla.

Name	Age	DOD
Barreto, Daniel	92	Dec. 16
Barrs, Marion	81	Dec. 30
Bodden, John	78	Nov. 20
Brande, Clifford	82	Nov. 20
Carrero, Juan	85	Dec. 3
Cruz, Raymond	85	Dec. 20
Daniels, Franklin	87	Dec. 20
Ekleberry, Bobby	82	Dec. 20
Frazer, Vincent	83	Nov. 26
Garcia, Salvadore	82	Jan. 1
Guerrero, George	88	Dec. 17
Hill, Donald	82	Dec. 1
Jakobsen, Jack	93	Nov. 13
Kon-lin, Szu	85	Nov. 24
Lawrence, William	91	Dec. 20
Lewis, Edward	91	Dec. 11
Maxwell, John	84	Nov. 2
Poplar, Stephen	65	Jan. 2
Rantas, Emetrio	87	Dec. 21

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.

ALASKAN FRONTIER (Alaska Tanker Company), Feb. 8 – Chairman **Carlos Loureiro**, Secretary **Gregory Lynch**, Educational Director **Corey Hann**. Chairman challenged mariners to maintain safety record from beginning of outfitting. He discussed new performance agreement and stated it is a difficult but welcome challenge to beat last year's near-perfect performance. All involved in tank cleanup were thanked. Secretary asked crew to report items that are needed. Educational director suggested crew members take advantage of upgrading opportunities at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Members were reminded to renew documents early so they won't miss job opportunities. No beefs or disputed OT reported. Motions were made regarding 2011 contract negotiations. Phone and internet access is now available at sea with new satellite. Crew asked to clean up after themselves in laundry room. Kudos were given to steward department for great food. Members were urged to communicate on the job before situations get out of hand.

HORIZON RELIANCE (Horizon Lines), Feb. 21 – Chairman **Kissinfor Taylor**, Secretary **Joseph Laureta**, Educational Director **Cirico Geonanga**, Deck Delegate **Julius Udan**, Steward Delegate **Frank Iverson**. Chairman announced payoff February 25 in Long Beach, Calif., and read president's report in the *Seafarers LOG*. Secretary expressed gratitude for help keeping ship clean. Educational director encouraged fellow mariners to keep going to Piney Point to upgrade skills and also reminded them to keep documents up-to-date. No beefs or disputed OT reported. Steward Laureta was thanked for an excellent job and putting out special food. Next ports: Long Beach, Calif., and Honolulu.

HORIZON TACOMA (Horizon Lines), Feb. 28 – Chairman **Joseph Artis**, Secretary **Lincoln Pinn**, Educational Director **Vladimir Babenko**, Steward Delegate **Sam Kassem**. Bosun stated payoff upon arrival on March 3 in Tacoma, Wash. He urged members to keep dues current and contribute to SPAD (Seafarers Political Activity Donation). Chairman was pleased with cleanliness of ship. Educational director advised members to upgrade, which can lead to better opportunities and advancement. No beefs or disputed OT reported. January 2010 president's report from *Seafarers LOG* about union's success in 2009 was read and discussed. Steward department was thanked for a job well done. Next port: Tacoma, Wash.

MARILYN (Sealift), Feb. 1 – Chairman **Fareed Khan**, Secretary **Gordon Major**, Educational Director **Tyrone Benjamin**, Engine Delegate **Bobby Turner**, Steward

Delegate **Timothy E. Taylor**. Chairman reported smooth sailing and thanked all aboard for a job well done. Secretary stated that during voyage the crew was very positive and helpful which made for a pleasant trip. Educational director advised mariners to attend classes at the Piney Point school to enhance seafaring abilities. It was suggested to enroll in security or small arms training classes due to pirate activity. No beefs or disputed OT reported. Request was made for new dryers.

OVERSEAS LONG BEACH (OSG Ship Management), Feb. 1 – Chairman **Anton Sulic**, Secretary **Mario Firme**, Educational Director **Charles Kennedy**, Deck Delegate **Michael Bell**, Engine Delegate **Rolando Ocon**, Steward Delegate **Sallahaldin Nasser**. Chairman noted that crew members were doing a great job helping each other. He commended them for and contributing to SPAD and the Maritime Defense League. He stressed the importance of keeping necessary mariner documents current. Secretary reminded members to separate plastic from paper and make sure plates are brought back to galley. Educational director urged crew to upgrade whenever possible to improve skills. No beefs or disputed OT reported. Crew members would like satellite TV receivers and refrigerators in rooms. Recommendations were made regarding the dental plan and direct deposit for vacation checks. Next ports: Cherry Point, Wash., and Long Beach, Calif.

PHILADELPHIA EXPRESS (Crowley), Feb. 19 – Chairman **Samuel Uyatade**, Secretary **Exxi Ronquillo**, Educational Director **David Carter**, Engine Delegate **Phillip Niles**, Steward Delegate **Jose Constantino**. Bosun announced payoff February 20 in the port of Houston. He advised fellow members to take advantage of upgrading opportunities in Piney Point, Md., and thanked them for their hard work during voyage. Secretary thanked everybody for help cleaning up after meals and putting dirty linen in the right spot. No beefs or disputed OT reported. Crew members stated there are lots of movies to watch and exercise equipment is available.

HORIZON PACIFIC (Horizon Lines), March 4 – Chairman **Michael Kadderly**, Secretary **Robert Mosley**, Educational Director **Joie Flesner**, Deck Delegate **Jovencio Cabab**, Engine Delegate **Larry Calixto**, Steward Delegate **Ronald Fluker**. Bosun lead discussion about the reason for union meetings and thanked his crew for working safely. Secretary asked mariners to leave rooms clean and supplied with fresh linen for next member. Educational director reminded everyone of the value of upgrading their skills at the Piney Point school. He explained how the Seafarers 401(k) plan works and touched

Way Down South



The SIU-crewed vessels *USNS Paul Buck* and *American Tern*, both part of the U.S. Military Sealift Command (MSC) fleet, recently participated in Operation Deep Freeze, the annual resupply mission to the National Science Foundation's McMurdo Station in Antarctica. The *USNS Paul Buck*, a tanker operated by Ocean Shipholdings, Inc., pumped off more than 150,000 barrels of fuel for equipment ranging from generators to helicopters. Once the *Paul Buck* departed, the *American Tern*, operated by Osprey-Acomarit Ship Management, docked at McMurdo's ice pier to deliver 734,907 cubic feet of cargo that included equipment, food and other supplies—the life-sustaining cargo for McMurdo's research scientists and residents. These photos of some of the crew members and sites are from the *Buck* and were submitted by Robert Lee, a pilot. Look for additional photos from Deep Freeze in an upcoming issue of the *LOG* and on www.seafarers.org.



on the Seafarers Money Purchase Pension Plan. Treasurer reported \$115.50 in cookout fund. No beefs or disputed OT reported. All departments were credited for outstanding work. Everyone was asked to keep noise down while watchstanders are resting. Next ports: Tacoma, Wash., Oakland, Calif., and Hawaii.

USNS SODERMAN (Ocean Ships), March 4 – Chairman **James D. Orlanda**, Secretary **Milton Sivells**, Educational Director **Kevin Quinlan**, Deck Delegate **Lynn Mallis**, Steward Delegate **Andrea Hargrove**. Chairman reviewed the basics of SPAD, the union's voluntary political action fund, with the crew. Clarification

requested as to whether or not members could fly into their home address versus the registered union hall. Educational director encourage members to apply for scholarships. Treasurer stated \$100 in ship's fund. No beefs or disputed OT reported. Crew members were informed about online classes. All aboard were thankful for their jobs.

Seafarers Support 'Unified Response'

The photos appearing on this page were sent to the *LOG* by Jan Genemans of the American Maritime Officers Union and by SIU Jacksonville Safety Director Ashley Nelson. The images were taken during various stages of Operation Unified Response, a relief mission in Haiti which began in the aftermath of the 7.0-

magnitude earthquake that devastated the Caribbean nation Jan. 12.

As reported earlier in the *Seafarers LOG*, more than a dozen SIU-crewed vessels, including the *PFC Dewayne T. Williams*, *Cornhusker State*, *MV Cape May* and *1st Lt. Jack Lummus* sailed to the area in support of the mission.



The *PFC Dewayne T. Williams*



Crewmembers from the *PFC Dewayne T. Williams* (photo above) are pictured in Jacksonville following their return from Haiti.

SIU crewmembers aboard the *Cornhusker State* (front row, from left to right) included: AB Kevin Johnson, OS Shaun Wood, OMU Hubert Dennis, Wiper Gregory Attawora, AB Papa Yankeh and OMU Christopher Sheppard. In the back row are: AB Gary Turner, OMU James Corprew, OS Alvin Rhodes, AB William Markeson, Cook Patricia Sullivan, SA Penny Taylor, Steward Adele George, AB Damon Parker, SA James Petite, AB Daniel Marcus and SA Francisco Calix. Also on the crew, but not pictured were Wiper Al Greene and Electrician J. Clothier.



Included (from left to right) are Bosun Chris Janics, SA Sixto Carcamo, SA Lezlie Vehikite, and AB John Gonnalves. In the photo at left, Bosun Janics joins SA Rosemary Glover and AB Nick Vandergriff.



The AMO crew aboard the *Cornhusker State* (front row, left to right) included REO Ashley Vail, 3AE Warren Carroll, Capt. Todd Cooper, 3AE Scott Williams, (middle row) 3M Mark Holman, 3M Erik Bekkelund, (back row) 3AE Adamo Ferriero, CE Mick McDermott, 2AE Chris Gilman, 3M John Baucom and CM Jan Genemans. Missing from this photo is 1AE Mark Harvey.



The *Cornhusker State*



Chief Cook Meili Seegers
PFC Dewayne T. Williams



Cook/Baker Edward English
PFC Dewayne T. Williams

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	April 26 June 21	May 21 July 16
ARPA	April 19	April 23
Bosun Recertification	October 18	November 8
Celestial Navigation	May 24	June 18
Fast Rescue Boat	May 3 June 21	May 7 June 25
Lifeboatman	June 7	June 18
Radar Observer (Unlimited)	April 5	April 16
Radar Recertification	June 21	June 21
Specially Trained Ordinary Seaman	May 10	May 21

Engine Department Upgrading Courses

Basic Auxiliary Plant Operations	May 24	June 18
FOWT	April 26 June 21	May 21 July 16
Welding	April 5 May 10 June 7	April 23 May 28 June 25

Safety Upgrading Courses

Basic & Advanced Firefighting	May 31	June 11
BST/Basic Firefighting	April 26 May 24 June 21	April 30 May 28 June 25
Medical Care Provider	March 22	March 26

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 _____

Title of Course	Start Date	Date of Completion
Medical Care Provider	April 19 June 14	April 23 June 18

Steward Department Upgrading Courses

Chief Steward	April 19 July 19	May 28 August 27
Steward Recertification	April 12	May 3
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 March 22.	

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, Global Maritime Distress and Safety System, 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.

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.



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: _____

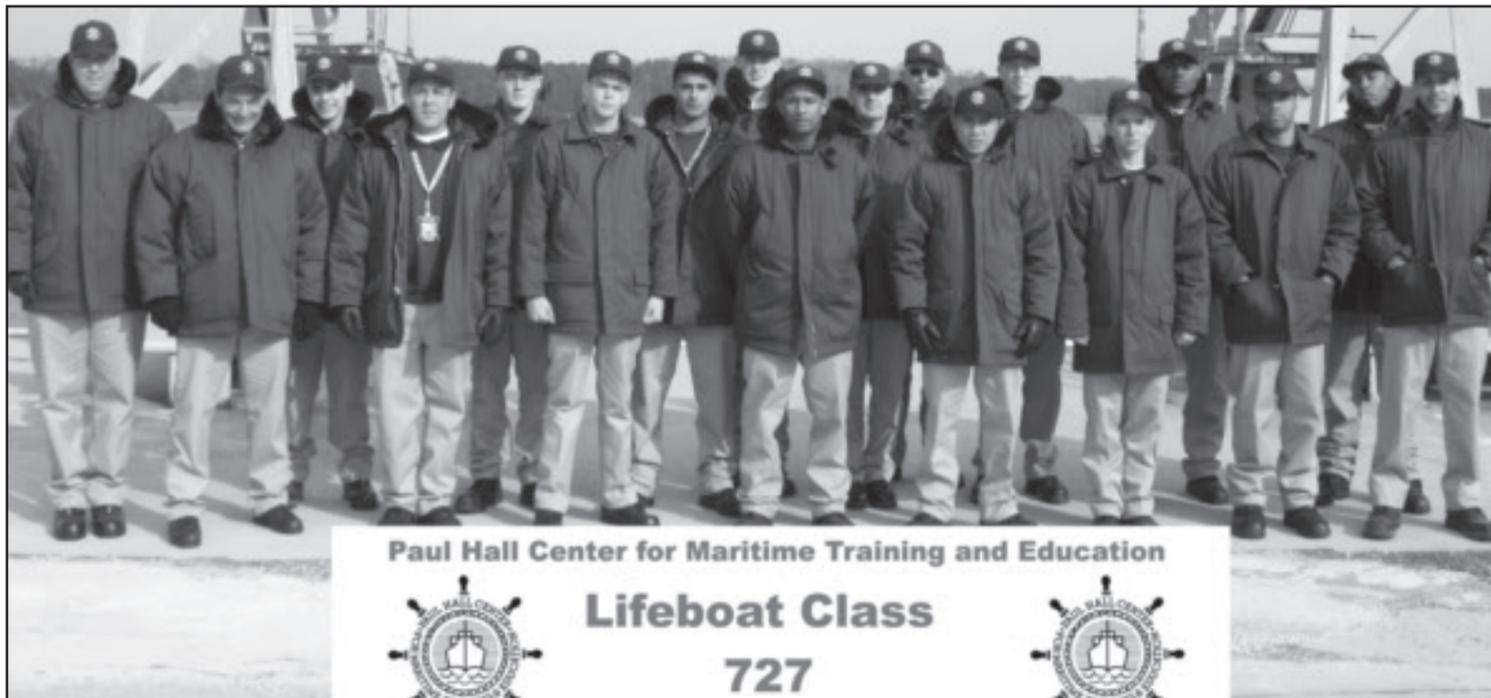
SIGNATURE _____ DATE _____

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 727 – Nineteen unlicensed apprentices completed their requirements in this 60-hour water survival course Dec. 11. Those graduating (right, in alphabetical order) were: Ibrahim Abubaker, Brandon Albro, Rafael Alvarez-Chacon, Joshua Bickel, Russell Bravo, Lawrence Brooks, John Cacella, Christin Clanton, Walter Clark, Christopher Corvino, Dhindo Faulve, Kaamil Gray, Brandon Hubbie, Melbourne Leask, Kassim Mohamed, Tervin Narcisse, Luis Santiago-Sotero, Ricky Sherfy, and Daniel Stepnik. (Note: Not all are pictured.)



Welding – Four upgraders completed their requirements in the 103-hour course Feb. 19. Those graduating (above, in alphabetical order) were: Steven Hamilton, Jonathan McNeil, Reina Mendez, and Rogelio Thompson. Their instructor, Buzzy Andrews, is standing, second from left.



Tank Ship Familiarization DL – Seventeen upgraders on Feb. 26 completed their requirements in this 63-hour course. Graduating (above, in alphabetical order) were: Danilo Achacoso, Nicholas Barkdull, David Blue, Mamadou Diallo, Terry Franklin, Jape Geonzon, John Gryko, Peter Hamm, Jeremiah Harrington, Fabian Lanzy, Travis Long, Malek Muhsen, Raymond Nowak, Rudy Puerto, Salahuddin Saleh, John Schmanski and Bernard Smalls. Herb Walling, their instructor, is at left.



BAPO – The following Phase III apprentices and upgraders (above, in alphabetical order) completed this 140-hour course Feb. 26: Benjamin Arroya, Joseph Bankhead, Roberto Borrás, Ja'Quaral Carroll, Christopher Cross, Daniel Daligcon Sr., Christopher Dehr, Jacob DieFenbach, Jason Greene, Shawn Haber, Kelvin Jennings Jr., Shaun Lewis, Allen Ludlow, Tremain McCoy, Carlos Noriega, Thomas Respicio, Grayson Ross, Zachary Ross, Garland Scott, Aleksey Vigovski and Antoine White. Their instructor, Tim Achorn, is at right.



ARPA – Six upgraders completed this 32-hour course Feb. 19. Those graduating (above, in alphabetical order) were: Tyler Adams, Richard Barnes, Scott Ellis, Mark Gaskill, Thomas Hancock and John Howard. Their instructor, Stacey McNeely, 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



Vessel Security Officer – The following individuals (above, in alphabetical order) finished their requirement in the course Feb. 17. Graduating were: Greg Allman, David Callis, Douglas Carson, Douglas Covil, James Dixon, Scottie Duncan, William Eskridge, Dennis Gaskill Jr., Wayne Huebschman, Parran Keane, Richardson Korron, Brian Pruitt, Gil Pruitt, James Robinson, Michael Smith and Foster Watts. Their instructor, Brad Wheeler, is fourth from the left.



Tank Pic Barge – Sixteen upgraders completed this course Feb. 19. Graduating (photo at left, in alphabetical order) were: Stephen Banks, Robeson Carrier, Al Caulder, Thomas Conry, Monte Cross Jr., Joel Fahselt, Cory Gardner, Ronel Guerzon, Thomas Halliburton, John Immerfall, John Manning, Kenneth McLamb, Louis Ponsiglione, Robert Stevens, Annie Walker and Emmanuel Wilson. Their instructor, Mitch Oakley, is kneeling in the front



Certified Chief Cook - Eight members of the steward department recently completed this 12-week course. Those graduating (photo at left, from the left) were: Brad Stephenson, BeGiana Eason, Lamberto Palanos, Elizabeth Ibanez and Stanford Drakes. Also graduating (photo at right) were Greg McNiel, Alexandra DeJesus and Richard Wythe.



STCW – Eleven upgraders on Feb. 12 completed their requirements in the course. Graduating (above, in alphabetical order) were: Danilo Achacoso, Jaysen Cummings, David Denizac, Jape Geonzon, Ricky Langley, Michael Lyell, Kenneth McLamb, Terry Polly, Salahuddin Saleh, Bernard Smalls and Annie Walker. Their instructor, Steve Stockwell, is at left.



BST (Hawaii) – Sixteen individuals completed this training at the Seafarers Training Center in Hawaii Jan 30. Graduating (above, in no particular order) were: Kimberly Tibbs, Chad Eichelberger, Maria Obando, Blaine Tennyson, Roberto Arteaga, Patricia Trueblood, Jillian Clark, Christopher Aldrich, Catherine Pozerski, Allison Holladay, Rebecca Ray, Gerry Stocker, Steven Scordino, John Medwid, Nick Lucero and Bryan Suarez.



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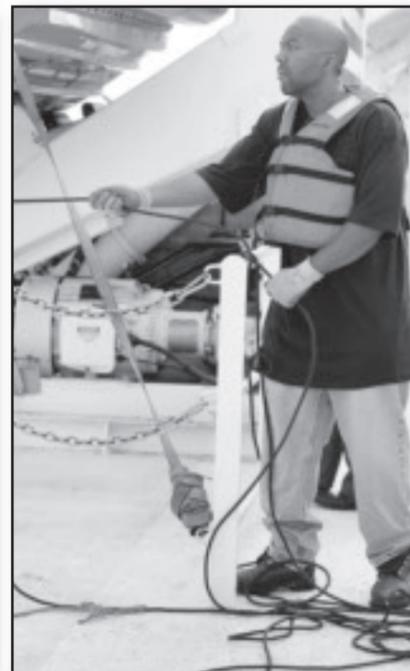
Volume 72, Number 4

April 2010

Seafarers Log

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

**SMIS
Notice
- Page 15**



Navy Secretary, Joint Chiefs Chairman Commend SIU-Crewed USNS Comfort

The civilian mariners and sailors aboard the Seafarers-crewed hospital ship *USNS Comfort* are known worldwide for their humanitarian assistance efforts. They were visited in January and February by the U.S. Navy's top brass and a Haitian leader to commend them for the lifesaving assistance they provided to an earthquake-devastated Haiti in Operation Unified Response.

Additionally, the U.S. House of Representative recently passed House Resolution 1048 commending the efforts of the *Comfort* crew and those of all Navy and Military Sealift Command ships involved in the operation.

The civilian mariners in the *Comfort's* unlicensed positions are members of the SIU's Government Services Division and were on hand when Navy Secretary Ray Mabus, Chairman of the Joint Chiefs of Staff Adm. Mike Mullen and Haitian Health Minister Dr. Alex Larsen visited the ship while the *Comfort* was anchored off the coast of Port-au-Prince to commend the vessel's personnel for their efforts.

During the *Comfort* relief mission, the medical contingent performed

surgery and related assistance to more than 900 Haitians hurt from the quake. Mariners distributed relief supplies from the U.S. Agency for International Development (USAID). The *Comfort* also provided more than 300 units of blood from its on-board blood banks, delivered more than 100 pallets of other relief supplies and acted as ambassadors of the U.S.

"I want to simply say thank you for the skills you have, the dedication you have and the hours you have put in," said Secretary Mabus to the crew. "Thank you for everything you have done on behalf of the United States for the people of Haiti. To have *Comfort* anchored off the coast of Haiti shows a completely different face of America."

Mabus added, "It shows what we can do, and that we are here to help."

"You got down here in record time and made a huge difference," said Adm. Mullen. "I can only imagine what you've been through and seen. I wanted to thank you and thanks to your families who make this possible. We just couldn't do it without their support. They're proud of what you're doing."

Health Minister Larsen presented a plaque to the crew on behalf of a grateful nation. "The United States answered the call very early. The only thing I can do from the bottom of my heart," said Larsen, "is to say thank you from the Haitian people."

As of March 5, more than 1,200 civilian mariners, sailors, and nongovernmental volunteers from the *Comfort* had helped provide aid during Operation Unified Response, a USAID-led multinational relief effort to begin the steps toward recovery from January's catastrophe, according to the Navy. Military forces attached to the Joint Task Force in Haiti have provided just over 2.6 million bottles of water, 2.2 million meals, and 149,000 pounds of medical supplies.

When commending the *Comfort* crew, H.R. 1048, sponsored by Rep. Tim Murphy (R-Pa.), noted the extraordinary *USNS Comfort* staff has saved the lives of 98 percent of the ship's patient population and "commends the efforts and honors the work of the men and women of *USNS Comfort* and the U.S. Navy in the immediate response to those affected by this calamity."

AB Wendell Moore mans the lines during an underway fuel replenishment. The hospital ship received fuel from fleet replenishment oiler *USNS Leroy Grumman*, allowing the vessel to continue support of Operation Unified Response. (U.S. Navy photo by Mass Communication Specialist 2nd Class Edwardo Proano)



AB Mina Abucay communicates with the *USNS Leroy Grumman*. (U.S. Navy photo by Mass Communication Specialist 2nd Class Edwardo Proano)



Chairman of the Joint Chiefs of Staff Adm. Mike Mullen (left) speaks with Lt. Cmdr. Anthony Mortimer and other personnel aboard the SIU-crewed hospital ship *USNS Comfort*. (U.S. Navy photo by Mass Communication Specialist 2nd Class Chelsea Kennedy)



Secretary of the Navy Ray Mabus (center) meets with Capt. Rodelio Laco, commander of Task Group 41.8, aboard the *USNS Comfort*. Mabus visited the *Comfort* to recognize the accomplishments of the crew, who provided critical medical care to more than 900 victims of the earthquake that struck Haiti Jan. 12. (U.S. Navy photo by Mass Communication Specialist 3rd Class Timothy Wilson)