National Security Depends on Strong U.S.-Flag Fleet

Specially Engraved Bricks Will Highlight Waterfront Park in Piney Point, Md.

Donations Will Help Beautify School, Honor Individuals and Organizations

The union and its affiliated school in southern Maryland have announced the availability of bricks that will be donated for a new waterfront park at the school’s campus in Piney Point, Md. Each donor chooses an inscription (see sample in photo above) and also gets a chance to enter a name-the-park contest. Check out the back page for details.
A bipartisan coalition of 21 senators recently signed a letter to President Obama to maintain funding for the U.S. Department of Agriculture Food for Peace Program, as reported elsewhere on this page. This program, in your Fiscal Year 2014 budget request to Congress.

The senators, who are from across the country, were responding to reported that the Office of Management and Budget would be eliminating the $150 million dollar program in favor of straight cash donations to nongovernmental organizations on four different countries directly. In addition, Congress passed and the senator signed a surface transportation bill last summer that reduced the percent of cargo that would be carried by U.S.-flag, U.S.-crewed vessels.

This year, approximately 90 percent of the nationally available workforce was already being used elsewhere. Given that we are entering the Puerto Rican-U.S. market would adversely affect both the Jones Act and our own economy.

The Jones Act has been in effect since our nation’s founding. It doesn’t make sense to blame the price of gasoline in the U.S. for the price at the pump — the global market. It’s simply not true. While that should add up to “case closed,” we know the attacks on the American flag fleet, we will not be able to sustain the national defense since the founding of our country. U.S. Senators Urge President Obama To Maintain Food for Peace Program

One of the American maritime industry’s most important advocacy efforts Recognizes that this legislation is an industry spokesman, wrote, “The Jones Act is a long-standing U.S. maritime law that mandates the use of U.S.-crewed ships in modern and highly sophisticated tank vessels that deliver oil and coal to military posts in Iraq and Afghanistan. Accordin- the 44,000 American farmers, shippers, processors, port workers, and merchant mariners who jobs depend upon the program. Food for Peace is not just a hand- out. It’s the sharing of American bounty and Ameri- can faith-based organizations and charities, U.S. maritime industry coalition, USA Maritime.

Meanwhile, USA Maritime Chairman James Henry in February issued a statement that read in part, “USA Maritime is deeply disappointed to learn that the Obama administration is eliminating the significant additional federal expenditures.”

He added, “Canceling this vital program will signific- antly undermine the U.S.-flag Merchant Marine and our national security. The United States Merchant Marine has been a necessary part of our national defense since the founding of our nation. The U.S. government relies on U.S.-flag, U.S.- crewed ships in a public-private partnership with the Department of Defense to move hundreds of millions of tons of critical cargo anywhere in the world at any time — especially during times of war or national emergency.”

While that should add up to “case closed,” we know the attacks on the American flag fleet, we will not be able to sustain the national defense since the founding of our country. U.S. Senators Urge President Obama To Maintain Food for Peace Program

U.S. Senators Urge President Obama To Maintain Food for Peace Program

To Maintain Food for Peace Program

One of the American maritime industry’s most important advocacy efforts reflects big rate drops in recent years. And it also warns of potentially grave consequences to the U.S. Merchant Marine and American shipbuild- ing and national security if the law were weakened or eliminated.

If you’re new to our industry or otherwise unfamiliar with the Jones Act, it’s one of the foundations of the American maritime industry. This law mandates that cargo moving from one domes- tic port to another be carried on vessels that are owned, built and flagged American. It has served the United States quite well since 1920, and has enjoyed consistent bipartisan support in Congress as well as the backing of every president and the U.S. military. Dozens of other nations have similar laws — because they promote national and economic security. And some version of the Jones Act has been in effect since our nation’s founding.

The Seafarers Act Report Validate Values

Our industry got a big, well-earned boost with the recent release of a Government Accountability Office study on the Jones Act and how it helps the U.S. economy.

To the surprise of no one who actually believes in American-flag shipping, the study shut down claims by Jones Act critics who’ve alleged the law harms consumers and costs too much. On the contrary, the GAO — an independ- ent, non-partisan federal agency — found that the U.S. domestic container shipping fleet has provided dependable service to Puerto Rico while offering substantial rate reductions.

While the report confirmed that it’s practi- cally impossible to measure certain aspects of the overall cost of Jones Act shipping, it clearly reflects big rate drops in recent years. And it also warns of potentially grave consequences to the U.S. Merchant Marine and American shipbuild- ing and national security if the law were weakened or eliminated.

Michael Sacco
Vice Adm. Albert Herberger U.S. Navy, Retired

April 2013

The Seafarers Log (ISSN 1086-4636) is published monthly by the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters, AFL-CIO, 301 Ault Way, Camp Springs, MD 20746. Telephone (301) 624-3000. Postmaster: Send address changes to the Seafarers Log, 5201 Auth Way, Camp Springs, MD 20746. POSTMASTER: Send address changes to the Seafarers Log. 899-0675. Periodicals postage paid at Southern Maryland 20790-9998.

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The SIU online: www.seafarers.org

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Seafarers Log

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MTD Speakers Draw Blueprint for Revitalization

Despite facing significant challenges, both the maritime industry and the union movement are quite capable of revitalization, according to representatives of the administration, the U.S. military, business, government and organized labor.

Guest speakers from each of those sectors addressed the Maritime Trades Department (MTD), AFL-CIO executive board Feb. 21-22 in Lake Buena Vista, Fla. They were candid in assessing obstacles faced by labor and industry, but also were adamant that solidarity and hard work will lead to success.

SIU President Michael Sacco, who also serves as MTD president, chaired the meeting. The MTD is a constitutional department of the AFL-CIO consisting of 23 affiliated unions representing 5 million members. The MTD also includes 23 port maritime councils.

In opening the session, Sacco recalled that union members played an indispensable role in helping re-elect a pro-worker administration last November. “We showed once again that grassroots political action is the greatest weapon we’ve got,” he told the board and 200 or so guests. “That’s been true for as long as the labor movement has been in existence, and there is no doubt that unions made the difference on November 6. We helped win the White House; we helped build on a pro-worker majority in the Senate; and we helped secure many other victories, including the defeat of California’s anti-worker Proposition 32.”

He also touched on this year’s Bureau of Labor Statistics report that showed a drop in overall union membership. “Those numbers don’t tell the whole story,” Sacco stated. “Our numbers are down because of state-level attacks on workers’ rights in the public sector and also because the economy is still bad, so people are out of work. But the report also showed that membership grew in California and some other states, and it also showed once again that union members earn more money and have better benefits, on average, compared to non-union workers...”

“We’re in a battle in the labor movement, but we’ve never been afraid of a fight,” he continued. “And we’re going to win the fight against so-called right-to-work (for less) laws. We’re going to mobilize like we did last year as we restore and protect public-sector rights. We’re going to bring back fairness in union organizing campaigns, so the deck isn’t stacked against people who want to exercise their legal right to form or join a union. We know it’s not easy and we know it’s a long road. But we’re still a force, as we proved on Election Day, and I’m optimistic about our future.”

In order of appearance, the following guest speakers addressed the board on Feb. 21: Hawaii Governor Neil Abercrombie; (D); Steve Bettez, secretary-treasurer of the Bakery, Confectionery, Tobacco Workers and Grain Millers; Donald Dame, vice president of human resources, General Dynamics NASSCO; Rear Adm. Joseph Servidio, U.S. Coast Guard assistant commandant for prevention policy; Rear Adm. Mark Busby, commander, U.S. Military Sealift Command; and Steve Cotton, acting general secretary of the International Transport Workers’ Federation.

The following day, the board heard from (also in order) Matthew Cox, president and CEO of Seafarers-contracted Matson Navigation; AFL-CIO President Richard Trumka; United Mine Workers Secretary-Treasurer Daniel Kane; Fred Myers, executive director and CEO of the Union Sportsmen’s Alliance; Michael Noltz, president and managing director of the AFL-CIO Investment Trust Corporation; and Acting Secretary of Labor Seth Harris.

The board also approved policy statements highlighting its beliefs, goals and strategies. Related content is available on the MTD website, maritimetrades.org

See pages 9-13 for more MTD coverage

Navy Christens USNS Montford Point At General Dynamics NASSCO Shipyard

First Mobile Landing Platform Means New Jobs for Seafarers

The Seafarers-contracted USNS Montford Point, the Navy’s first mobile landing platform (MLP) ship, was christened in San Diego March 2.

Scheduled for delivery in mid-May, the Montford Point was built by union members at General Dynamics NASSCO, and will be operated by Ocean Ships, Inc. It’s the first in a three-ship order and is scheduled for mobilization as part of the Military Sealift Command’s (MSC) prepositioning fleet.

The Montford Point, which is 784 feet long, is named in honor of the 20,000 African American Marine Corps recruits who trained at Camp Montford Point, N.C., from 1942 to 1949.

Gen. James Amos, commandant of the Marine Corps, gave the keynote address at the christening. MSC Commander Rear Adm. Mark Busby also was a featured speaker as more than 1,900 attendees — including more than 30 original Montford Point Marines — gathered at the shipyard. SIU Vice President Gulf Coast Dean Corgey represented the union; others attending included U.S. Reps. Susan Davis, Juan Vargas and Scott Peters (each a California Democrat).

Jackie Bolden, the wife of NASA Administrator Charles Bolden (a retired Marine major general), christened the vessel.

“Today we recognize the legacy of the Montford Point Marines with another pio- neering effort,” said Amos. “[This ship] represents a leap ahead in our nation’s ability to project power across the world’s oceans. As an inter-operable pier in the sea, the [mobile landing platform] will significantly reduce our requirement for foreign ports in which to offload our equipment.”

“This ship, with its unique capabili- ties, will become the centerpiece of sea-basing, allowing the U.S. Navy to raise forward operations to a new level,” said Busby. “Wherever the call, whatever the need, USNS Montford Point will be part of our expeditionary force.”

He added that the crew’s “determination will stand this ship and its mission in good stead as they sail anywhere on the globe that the mission sends them.”

The other MLP vessels are the USNS John Glenn and the USNS Lewis B. Puller. They’re scheduled for delivery in early 2014 and early 2015, respectively.

Including options, the Ocean Ships operating contract is for five years.

Gen. James Amos Commandant, USMCM Rear Adm. Mark Busby Commander, MSC

The USNS Montford Point is moored pier-side in San Diego during the christening ceremony. (U.S. Navy photo by Mass Communication Specialist 2nd Class Dominique Pineiro)
Top-ranking union officials and agents from the union’s 20 constitutionally established ports received a comprehensive briefing on the new Seafarers Health and Benefits Plan (SHBP) Health Clinic System Feb. 19 in Orlando, Fla.

Conducting the seminar was Kay Whitson, program manager of Cape Canaveral, Fla.-based Comprehensive Health Services (CHSIs), the firm which the both the SIU and SHBP earlier this year contracted to provide active members with a more extensive network for clinic services. As was reported in the February Seafarers LOG, and earlier at the union membership meetings, CHSIs’ larger network—which includes more than 2,000 participating facilities in the contiguous United States—will offer members access (almost without exception) to clinics closer to their homes for annual exams, functional capacity evaluations and interval exams.

Whitson provided her audience with step-by-step explanations as to how the new clinic system would operate and what members could expect once they started to use it. Joining Whitson in her presentation was Dean Charbonnet, director Technology Services, GCR, Inc. GCR provides both the union and Seafarers Plans with consulting services and technology solutions. Charbonnet laid out the initiative’s operational particulars, and dispelled any lingering concerns about how members eventually would be able to access and use the new health clinic system via the member portal of the SIU website (www.seafarers.org).

Charbonnet told his audience that utilizing the new clinic system will allow mariners to conduct the exams they need order and approved as necessary by the SHBP Medical Department

MSC Physical Exam — required by job order and approved as necessary by the SHBP Medical Department

MSC Shots only — required by job order and approved as necessary by the SHBP Medical Department

Steward Department Certification — required no more than once annually, no sooner than 60 days prior to the expiration date of previous annual exam

Step 3 – CHSI receives exam request

Step 4 – CHSI network clinic performs exams and completes all associated paperwork. All paperwork/lab kits are sent to local clinics

Step 5 – CHSI network clinic sends completed paperwork to CHSI and lab

Step 6 – CHSI conducts quality assurance of all paperwork for completeness

Step 7 – CHSI Medical Review Officer reviews record and makes preliminary determination and recommendations

Step 8 – CHSI sends completed medical record to SHBP Medical Department

According to SHBP Administrator Maggie Bowen, the new clinic system was rolled out March 1. In order to foster a seamless transition to the new system, union and SHBP officials opted to bring ports on-line in a staggered fashion, she said. Following are the dates on which the system went live at the respective ports:

Went online effective March 25

Algonac, Anchorage, Baltimore, Guam, Harvey, Honolulu, Joliet, Mobile, Philadelphia, Puerto Rico, St. Louis and Wilmington

Bowen emphasized that if members require clinic services prior to the date their ports went online and began using the new system, they should continue using the process and clinics they relied on in the past. She pointed out, however, that members will need to go into the halls to schedule and receive receipts to present at clinics to obtain services.

Reminder for Prospective Pensioners

In order for a pensioner to be eligible for pensioner health benefits from the Seafarers Health and Benefits Plan (SHBP), they must meet the following eligibility requirements:

Step 1 – CHSIs network clinic sends completed paperwork to CHSI and lab

Step 2 – CHSI sends completed paperwork to the specific location

Step 3 – CHSI conducts quality assurance of all paperwork for completeness

Step 4 – CHSI sends completed paperwork to the specific location

Step 5 – CHSI sends completed paperwork to the specific location

Step 6 – CHSI sends completed paperwork to the specific location

Step 7 – CHSI sends completed paperwork to the specific location

Step 8 – CHSI sends completed paperwork to the specific location

Under the Seafarers Pension Plan Rules, a participant may qualify for a Normal Pension Benefit, an Early Normal Pension Benefit, or a Disability Pension Benefit, but not satisfy the covered employment requirements under the Seafarers Health and Benefits Plan for pensioner health benefits.

Detailed information about pensioners’ benefits is available under the Member Benefits tab (SHBP section) at www.seafarers.org (see the SHBP Guide for retirees), or you may contact the Seafarers Plans at 1-800-252-4674 to request a printed copy of this guide.

Union officials and port agents listen to presentations on the Seafarers Health and Benefits Plan’s new health clinic system.

CHSI, GCR Brief Officials on New Clinic System

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Reminder for Prospective Pensioners

Requirements Must Be Satisfied to Receive Benefits

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April 2013
GAO Report Refutes Jones Act Critics

Study Finds Cabotage Law Good for Puerto Rico

A new government study examining the impact of the Jones Act on Puerto Rico has junked allegations that the Jones Act is costly and inconvenient for those living there. Conducted by the bipartisan Government Accountability Office (GAO), the study found that Puerto Rico’s U.S.-domestic container shipping fleet has not only provided top-notch service and reliability, but has also shown significant reductions in prices over the last few years.

“The Jones Act has helped to ensure reliable, regular service between the United States and Puerto Rico – service that is important to the Puerto Rican econ-omy,” read the GAO report’s conclusion.

In a statement following the report’s release last month, the American Maritime Partnership (AMP) said the report clearly dispels a series of un-truths perpetuated by a small group of critics pushing for the Jones Act’s repeal.

“GAO disproved charges that the Jones Act raises prices for consumers in Puerto Rico,” AMP said in the statement. “GAO specifically said, ‘[So] many factors influence freight rates and product prices that the independent ef-fect and associated economic costs of the Jones Act cannot be determined.’”

AMP’s critics include the SIU, which the GAO says are considered the most broad-based coalition ever assembled to represent the domestic maritime industry. Its 450-plus members span the country and include owners and operators, shipbuilders and shore-side unions, shipbuilders and repair yards, equipment manufacturers and suppliers, harbor and marine construction contractors, trade associations, other coaliti-ons, pro-defense groups, and companies in other modes of do-mestic transportation.

The Jones Act stipulates that all cargo shipped between U.S. ports be transported on vessels that are owned, built, flagged and crewed by Americans. According to a study by PricewaterhouseCoopers, the Jones Act accounts for approximately 500,000 jobs, more than $100 billion in an-nual economic input and nearly $11 billion in annual tax revenue.

While critics of the Jones Act have ar-gued the law has resulted in higher shipping costs, the GAO study showed no evidence of those charges. If anything, the AMP said the GAO report showed how those criti-cisms of the Jones Act were baseless and lacked the data to back up their cost-related assertions.

“GAO’s report confirmed that previ-ous estimates of the so-called ‘cost’ of the Jones Act are wrong,” AMP said. “In many cases, GAO cited allegations against the American Fleet despite admitting that the claims could not be validated or verified.”

The study, conducted between October 2011 and February 2013, the study was the most comprehensive examination of the rela-tionship between the Jones Act and Puerto Rico ever produced. AMP said the large amount of data included in the report showed just how wrong allegations of high Jones Act costs were.

“In fact, container shipping rates in Puerto Rico for American companies dropped as much as 17 percent between 2006 and 2010, according to the study,” AMP said. “GAO said there is no guaran-tee that shipping rates would go down fur-ther if the Jones Act were changed.”

Aside from its economic significance, the Jones Act is also considered vital to the defense. American mariners have been called on to serve their country time and again during periods of national crisis or war, and the Jones Act has ensured U.S. Merchant Mariners were available to answer that call.

According to the GAO report, the Jones Act is also considered vital to the American shipbuilding industry. According to a study by PricewaterhouseCoopers, the Jones Act accounts for approximately 500,000 jobs, more than $100 billion in annual economic input and nearly $11 billion in annual tax revenue.

While critics of the Jones Act have argued the law has resulted in higher shipping costs, the GAO study showed no evidence of those charges. If anything, the AMP said the GAO report showed how those criticisms of the Jones Act were baseless and lacked the data to back up their cost-related assertions.

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Aside from its economic significance, the Jones Act is also considered vital to the defense. American mariners have been called on to serve their country time and again during periods of national crisis or war, and the Jones Act has ensured U.S. Merchant Mariners were available to answer that call.

Perez picked for Labor Secretary

President Barack Obama has nomi-nated Thomas Perez, former Maryland Labor chief, to be the next U.S. Secretary of Labor.

Perez, head of the Justice Depart-ment’s Civil Rights Division, would replace Hilda Solis, who spent the last four years as Obama’s labor secretary. Perez went on to become the first lawyer in the only Latino in the president’s sec-ond-term cabinet.

Born a son of immigrants with working-class roots, Perez was hailed as Obama’s choice to understand the issues facing the middle class and would expand opportunities for all Americans.

“Like so many Americans, Tom knows what it’s like to climb the lad -der of opportunity. He’s the son of immigrants, and he’s proven he can pay his way through college as a garbage col-lecting and working at a warehouse. He knows how to find innovative ways to help our nation’s workforce embrace the 21st century,” Obama said.

Obama added: “There are some dif-ficult decisions we have to make about our economy and our future, and we need a Labor Secretary who’s not just an attorney, but a leader. That’s why I’m提名 Perez.”

The USNS Choctaw County is pictured last fall at the shipyard. (Photo courtesy Austal)

More Jobs on Horizon for CIVMARS, Other Seafarers

Second JHSV Completes Builder’s Trials

The USNS Choctaw County, the second of the Navy’s new joint high-speed vessels (JHSV) has completed builder’s trials March 7-8 in Mobile, Ala. The ship is under construction at Austal USA.

Builder’s trials are a key step in the con-struction and delivery of a vessel. They offer the first chance to operate the ship underway and test overall system perfor-mance prior to demonstration to Navy in-pectors.

As previously reported, the Navy has or-dered 10 JHSVs. The first four ships will be fed by federally employed civilian mariners, while the remaining six will be crewed by seafarers working for private op-erators under contract to the Military Sea-lift Command (MSC).

According to MSC, the Choctaw Coun-ty’s trials included operating the ship’s pro-pulsion plant for many hours at different power levels, up to full power; testing and calibration of communication and naviga-tional systems; ride control systems testing; and pollution control systems tests. Maneu-verability trials tested the ship’s four steer-able water jets while a series of high-speed turns demonstrated the stability and agility of the JHSV’s catamaran hull form. The ship reached speeds of more than 41 knots.

The Choctaw County is scheduled for delivery this summer.

Each ship in the fleet will be 338 feet long. MSC describes the JHSV as “a des-igned to commercial standards, with limited modifications for military use. Each vessel is capable of transporting 600 short tons 1,200 nautical miles at an average speed of 35 knots and can oper-ate in shallow-draft ports and waterways, interfacing with roll-on/roll-off discharge vessels, and on/off-loading a combat-loaded Abrams Main Battle Tank (M1A2). Other joint requirements include an avia-tion flight deck to support day and night launch and recovery operations.”

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Thomas Perez

Labor Secretary Nominee

The USNS Choctaw County is pictured last fall at the shipyard. (Photo courtesy Austal)

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Seafarers Support

Operation Deep Freeze

IU members recently continued their decades-old tradition of supporting the yearly resupply mission to McMurdo Station in Antarctica – a mobilization known as Operation Deep Freeze.

The SIU-crewed ships Maersk Peary (operated by Maersk Line, Limited) and Ocean Giant (operated by Crowley for Intermarine) played vital roles in this year’s mission to the remote scientific research outpost. The Ocean Giant transported nearly seven million pounds of supplies such as frozen and dry food stores, building supplies, vehicles and electronic equipment and parts, according to the U.S. Military Sealift Command (MSC), while the Maersk Peary carried more than six million gallons of diesel fuel, jet fuel and gasoline.

Continued on next page
Mariners Resupply
Scientific Outpost

Continued from Page 6

Civilian mariners have supported the annual mission since 1955. This year, according to MSC, they helped deliver “100 percent of the fuel and about 80 percent of the supplies that researchers and support personnel in Antarctica need to survive and work over the course of a year.”

The ships also return with cargo from the station, including “ice core samples carried back to the United States in sub-zero freezer containers, as well as trash and recyclable materials for disposal and equipment no longer required on station.”

SIU members aboard the Maersk Peary during Operation Deep Freeze 2013 included Recertified Bosun Ronald Paradise, AB Nathaniel Lynch, AB Vincent Castellano, AB Xavier Alfaro, AB Christopher Allen, AB David Kennedy, Pumpman Virgilio Demegillo, QMED Nicholas Gattuso, QMED Lee Wright, Wiper Elliot Duncan, Recertified Steward Tony Spain, Chief Cook Alberto Insong and SA Mark Keller.

Editor’s note: Thanks to Recertified Steward Tony Spain for rounding up and submitting the photos on these two pages, all from the Maersk Peary. Additional photos from the voyage are posted in the Gallery section of the SIU website (www.seafarers.org) and in an album on our Facebook page.

The National Science Foundation manages the U.S. Antarctic Program at McMurdo Station. (The Peary is visible near the top of the photo.)

U.S. Air Force Col. Gary James (right in photo at left) presents medals and certificates to crew members including (from left) SA Mark Keller, QMED Nicholas Gattuso and Recertified Bosun Ronald Paradise. The Air Force thanked Seafarers for their support by presenting the Antarctica Service Medal (photo above).

Engine-department mariners gather for a photo aboard the Maersk Peary.
Editor’s note: The following account and the accompanying photos were submitted by Seafarer Alton Hickman Jr.

It was truly a blessing to sail with my father again—it had been 16 years since we were on the same ship, back in 1996, the Sam Houston. My name is Alton Hickman Jr., and my father’s name is Alton Hickman Sr. Combined, we have 63 years sailing in the SIU: 42 for him, 21 for me. I sail as chief electrician or reefer electrician and my old man sails as QMED.

We made a whole 42-day trip together on Maersk’s Sealand Comet this past July 23 through Sept. 4, 2012.

I am sending some photos we took while on board. I ship out of the port of Houston, while my father ships out of Wilmington, Calif. The SIU has been very good to both of us, and we’ve been able to achieve success in other areas of life thanks to our good incomes earned aboard SIU-contracted vessels. We have a record store in New Orleans, and my father owns some property. The union has opened doors for the whole family, in fact, and I sincerely hope our story can inspire other seamen to become more business-minded and invest some of the very good money they make out there at sea.

You name it, the SIU has been extremely good to us.

Chief Electrician Alton Hickman Jr. (pictured above last year aboard the Sealand Comet) credits the union for opening doors for his whole family. Hickman Jr. and his father sailed together in 1996 aboard the Sam Houston (photo at far left) and again last year on the Sealand Comet (photo at immediate left).

U.S. Coast Guard Salutes SIU/Crowley Tug Crew

Seafarers-contracted Crowley Maritime recently reported that the SIU crew of the tugboat Explorer received kudos from the U.S. Coast Guard for their humanitarian actions late last year.

According to the company, Rear Adm. William Baumgartner, commander of the agency’s Seventh District (headquartered in Miami), sent a letter saluting Capt. Andrew Smith and his fellow Jacksonville, Fla.-area Seafarers “for their humanitarian actions, unwavering determination, professionalism and skilled seamanship after they assisted a disabled vessel 36 miles west of Providenciales, Turks and Caicos Islands, in December. The Explorer arrived on scene soon after the vessel became stranded, and provided assistance to the stricken crew by giving them water, lifejackets, flashlights and a hand-held radio until the Coast Guard arrived on scene to provide assistance.”

In addition to Smith, the crew included Chief Mate David W. Keefe, Chief Engineer Robert A. Malouin, AB Marcus Huntley, AB Raymond A. Petterson, and OS Richard C. Smith.

Celebrating Safety Milestone at Petty’s Island

SIU members at Crowley’s Petty’s Island, N.J., facility in early March celebrated a significant safety achievement: 552 consecutive accident-free days. Officials from the union and the company, including Crowley President/CEO Tom Crowley Jr., gathered with members to recognize the milestone. Among those pictured are SIU Secretary-Treasurer David Heindel, VP Atlantic Coast Joseph Sorens and Philadelphia Port Agent Joe Baselice.

SIU boatmen employed by Crowley earned kudos for humanitarian actions.

Chief Electrician Alton Hickman Jr. (pictured above last year aboard the Sealand Comet) credits the union for opening doors for his whole family. Hickman Jr. and his father sailed together in 1996 aboard the Sam Houston (photo at far left) and again last year on the Sealand Comet (photo at immediate left).
Acting U.S. Secretary of Labor Seth Harris recently offered forceful comments reaffirming his belief in the critical importance of unions, and he also cited American maritime labor as a model for part of national economic recovery.

“Any strategy that talks about American workers’ wages must begin with every worker’s right to organize and bargain collectively,” Harris said during his address to the Maritime Trades Department, AFL-CIO executive board Feb. 22 near Orlando, Fla. “It’s very simple: Unions raise wages. Unions assure workers have pensions. Unions win workers health insurance. Unions give workers a voice in their workplace. Unions guarantee fairness and fight discrimination. Unions win leave for workers when they’re sick or must care for their family members. Unions are a central pillar of the American middle class.

SIU President Michael Sacco also serves as president of the MTD, which is a constitutional department of the AFL-CIO. The MTD’s 21 affiliated unions and 21 port maritime councils represent 5 million workers; its board includes presidents and other high-ranking officials from those affiliates.

When introducing Harris to the 200-plus audience members, Sacco jokingly said the acting secretary credits his success to the foundation he built many years ago working as a field representative for both the SIU and the MTD.

But Harris said there is a lot of truth in that statement. In fact, he said that during his years as a labor representative, what stood out is that the other side (including, at that time, Mike Sacco) and officials wanted to pave the way for a better life for working families. He admired “their savvy and their determination to do that time, Mike Sacco) and officials wanted to pave the way for a better life for working families. He admired “their savvy and their determination to do that.

Harris said the American maritime workforce is a model for other industries. "We must also reinvest in rebuilding America’s infrastructure," Harris continued. Exports are up, "but American goods don’t ship themselves. We need a 21st century transportation infrastructure and a growing American-flag merchant fleet that will make the United States the most competitive place in the world to do business."

When it comes to jobs training, President Obama and lawmakers should Ã¢â‚¬â€œ to borrow a phrase from the Maritime Trades Department (MTD), AFL-CIO executive board.

Rear Admiral Mark Buzby, commander, U.S. Military Sealift Command (MSC), and Rear Admiral Joseph Servidio, assistant commandant for prevention policy for the U.S. Coast Guard, addressed the board Feb. 21 near Orlando, Fla.

Buzby oversees an agency that operates more than 100 civilian-crewed military support ships, many of them with SIU crews. He addressed the board for the fourth straight year (and also was a featured speaker at last year’s Seafarers International Union of North America convention).

Burby primarily discussed the potential effects of sequestration on parts of the maritime industry and then his recent voyage aboard the Navy’s first joint high-speed vessel (JHSV), the Seafarers-crowed LNSP "Spearhead."

In the face of the wide-ranging federal cuts and furloughs, he stated, “I pledge to you that we’re going to do everything we possibly can to the benefit of our mariners – to keep them working and keep them from having a nickel taken away from them. They do such tremendous work for us, I love to tell them.”

Nevertheless, for the Navy as a whole, Buzby said he expects sequestration, combined with previous budget cuts for the current fiscal year, “to have a debilitating effect on us.”

Immediately following his address to the MTD, Acting Labor Secretary Seth Harris (left) stops for a photo with MTD President Michael Sacco (right) and International Union of Operating Engineers President James Callahan.

U.S. Admirals Praise Mariners’ Work, Cooperation Between Unions, Agencies

American mariners and their unions are valued partners and crucial assets for the country, said two high-ranking military officers in recent remarks to the Maritime Trades Department (MTD), AFL-CIO executive board.

Rear Admiral Mark Buzby, commander, U.S. Military Sealift Command (MSC), and Rear Admiral Joseph Servidio, assistant commandant for prevention policy for the U.S. Coast Guard, addressed the board Feb. 21 near Orlando, Fla. Buzby oversees an agency that operates more than 100 civilian-crewed military support ships, many of them with SIU crews. He addressed the board for the fourth straight year (and also was a featured speaker at last year’s Seafarers International Union of North America convention).

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Nevertheless, for the Navy as a whole, Buzby said he expects sequestration, combined with previous budget cuts for the current fiscal year, “to have a debilitating effect on us.”

Responding to pandemics who have said the Defense Department should be able to handle the billions of dollars of cuts with minimal difficulty, Burby declared, “We could easily absorb this if we had the options to absorb it in the right places. But when you’re forced to do it in specific places, or indiscriminately, it really has significant impact. That’s what’s causing us a lot of heartburn.”

He reviewed money-saving actions already taken by MSC and other steps being considered, including placing some ships in reduced operating status and cancelling all major exercises.

On a brighter note, Burby described spending four days aboard the Spearhead, the first in a planned fleet of 10 JHSV vessels. He rode it from the Gulf Coast to Norfolk, Va., and said it’s a great boost to America’s sealift capability.

The Spearhead is “basically a big, fast box,” he said. “She can do a number of missions. It’s a tremendous ship manned by 22 mariners who are very highly trained, and let me tell you, they are having a ball. She was definitely worth the wait.”

Speed is a significant asset for the ships in this fleet, and the Spearhead, made of aluminum, can sail at 35 knots. It’s 338 feet long, 96 feet wide and can carry 600 tons of cargo in addition to more than 300 troops.

The Spearhead will host the change-of-command ceremony May 10 in Little Creek, Va., as Burby completes his tour as MSC commander. Servidio’s wide-ranging responsibilities at the Coast Guard are "basically a big, fast box," he said. "She can do a number of missions. It’s a tremendous ship manned by 22 mariners who are very highly trained, and let me tell you, they are having a ball. She was definitely worth the wait."
The blueprint for strengthening the labor movement isn’t simple and the task won’t be easy, but the history and solidarity prove it can be done.

AFL-CIO President Richard Trumka, a longtime friend of the SIU, delivered a message Feb. 22 when he addressed the executive board of the federation’s Maritime Trades Department (MTD) near Orlando, Fla.

“America’s labor unions and America’s working people are in a tough place. There will be no easy answers,” Trumka told the board. “But progress never comes easy. It never has and never will. It’s up to us to make it happen. Working people want and need progress, and we’re not afraid to go the extra mile.”

Trumka called upon personal history — including cooperative experiences with MTD President Michael Sacco (who also serves as SIU president) — as an inspiration for today’s labor movement. He recalled difficulties nearly 40 years ago, when Trumka was a United Mine Workers official (he later became the union’s president) assisting coal miners in Kentucky and Illinois while Sacco was organizing inland boating.

“We sealed our friendship at that time, Trumka noted, by supporting each other’s efforts. “Solidarity is a remarkable word,” he continued. “You can’t put it on a scale to weigh it. You can’t measure it in board feet. It goes beyond the ordinary, beyond the measurable, beyond the normal. It’s the kind of quality that makes the labor movement what it is. And so those are the kinds of values — the fundamentals — that make the labor movement what it is. And so I’m asking you to join together and we can win this thing. And when we win this thing, it means America wins.”

Moreover, the turnover on Capitol Hill just in the last dozen years has left fewer elected representatives and senators who are familiar with the maritime industry. Educating new members of Congress is a vital mission for the MTD and the entire industry, he said.

Turning to the economy, Abercrombie said workers are suffering from incomes that have been stagnant for many years, and from a corresponding lack of savings. He said the all-too-common sight of adults moving back into their parents’ homes reflects the desperate times.

America must address “the greatest income disparity since the Great Depression,” that is, the situation where “70% of the top income earners are the richest 1% of the population” and 50% of the bottom income earners are the poorest 50% of the population. Workers and so many others. The growth of unions is going fairly well. I’m talking about the defense of the Jones Act, and your advocacy of maritime infrastructure, of adequate ports and harbors, of connecting rail and trucking to our shipping centers, of so many other important issues you advocate for.”

However, he also pointed out that tens of thousands of people in 2012 visited the AFL-CIO online to acquire for forming or joining a union. Candidly as always, he followed up by saying not enough people view unions as vehicles to better their lives.

“I’d say we have a laundry list of reasons why that’s the case,” Trumka stated. “The broken NLRB, feckless political friends and ironclad political opponents, bad actors in business, but in the end, those reasons aren’t good enough. We also know our unions haven’t done enough to change and to reach out to those workers on their ground, not ours. We have to do better.”

Again reflecting on labor history, he said that today’s advocates “must use the institutions of our unions to grow the movement of labor, and then to regularize and institutionalize the strongest elements of that movement.”

That’s what the United Mine Workers did under John Lewis, with the organizing committees that built the great unions of the CIO: the Steelworkers, the Communications Workers and the AFL-CIO.

“A strong labor movement is going to be necessary, for the defense of the Jones Act, and your advocacy of maritime infrastructure, of adequate ports and harbors, of connecting rail and trucking to our shipping centers, of so many other important issues you advocate for.”

Finally, to those who would say labor’s work is done and we will win — together!
Even though Matthew Cox and Donald Dame work in different sectors of the American maritime industry, they emphatically agree that the Jones Act is an indispensable contributor to U.S. national and economic security.

Cox is president and CEO of Matson Navigation, a Seafarers-contracted company that owns vessels both in the domestic and international trades. Dame is the vice president of human resources at General Dynamics NASSCO, a union shipyard that builds commercial and military vessels. Both men addressed the executive board of the Maritime Trades Department, AFL-CIO, during late February meetings near Orlando, Fla.

While the Jones Act is a common topic at MTD gatherings, it’s particularly timely now, as the nation’s freight cabotage law is under well-funded, deceptive attacks by parties whose only possible interest is sinking the U.S. Merchant Marine. The law mandates that goods moving from one domestic port to another be carried aboard ships that are crewed, built, owned and flagged American.

Cox stressed that the Jones Act must be maintained in its entirety, including the U.S.-built component. He said Matson “has put its money where its mouth is” in backing that requirement — they spent more than $500 million from 2002-2006 having vessels built at the Aker Philadelphia Shipyard (also a union facility). And, Matson is finalizing plans to replace two older ships with ones built in America. (Overall, the company has 10 containerships and three roll-on/roll-off vessels in its Jones Act fleet, plus several barges.)

“This is an essential part of the Jones Act,” he told the board. “It provides employment for U.S. shipyards and provides capabilities — these skills that are important in building commercial ships (also) are important to the U.S. military.”

Dame agreed that it’s more expensive to build in a U.S. yard, “these are assets that will last 30 years or more if properly maintained. If you take that cost and you amortize it over many years, it’s actually a very small component of our total operating costs.”

Cox added that another benefit of building at home is that it lessens the likelihood of the country having to depend on foreign nations to support the industry and to meet U.S. sealift needs.

He also mentioned a PricewaterhouseCooper study that demonstrated the Jones Act’s hugely positive impact on America.

The study showed the law helps sustain a half-million U.S. jobs and generates more than $100 billion in annual economic output along with $11 billion in annual taxes.

Cox said the nation simply can’t afford to outsourced those jobs to foreigners.

Finally, he emphasized the importance of cooperative efforts from all segments of the industry. For example, Cox mentioned that during the past decade or so, maritime has lost many members of Congress who understood and supported the industry. Educating newer members is a vital task.

“Working together is essential,” he stated. “In the Maritime Trades, you’ve long understood the power of working together. It’s important for us on the commercial side to get the owners of those companies to work together with a single voice, to complement the voices of labor.”

Dame gave a riveting — and sobering — presentation demonstrating the undesirable parallels between U.S. and United Kingdom (UK) shipbuilding. He said that while it’s not too late to revitalize the industry, we’re on a dangerous course.

Since 1953, the U.S. has lost more than 300 shipyards, both commercial and naval. Dame reported. The country now has around 100 yards; the UK, following a similar decline, has five.

“We can do something about it,” Dame stated.

The expected replacement of ships in the domestic trades “offers hope for U.S. shipbuilding. This requires a strong and intact Jones Act. A healthy Jones Act ensures preservation of our supplier base, our design and production workforces, and of course our seafarers. Amending the Jones Act would wipe out most U.S. commercial yards and shipping companies. Further more, it would limit U.S. Merchant Mariner employment to MSC (the Military Sealift Command).”

Dame wrapped up his talk with a quote from the late physicist Dr. Samuel Friedman: “The United States controls all of the oceans, and that control is not only the foundation of America’s security but also the foundation of its ability to shape international systems. Maintaining its control of the world’s oceans is the single most important goal for the United States geopolitically.”

Guard include overseeing inspections and certifications, marine transportation systems, and commercial regulations and standards.

He covered three main topics in his speech. First, the Maritime Labor Convention, 2006 (MLC); the most recent amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW); and maritime piracy.

He also described the MLC as “one of the most significant pieces of international legislation to come out of the United Nations system in the recent past.” It is known as a bill of rights for mariners.

He pointed out that it takes effect in August and serves as a revision and consolidation of 37 separate existing International Labor Organization conventions. While the U.S. meets or exceeds most if not all minimum standards in the new convention but hasn’t signed on to it, “that doesn’t mean we’re not interested in ratifying this most important convention…. I’ve made it a high priority within the Coast Guard to do what is necessary to move this to the Senate” so they’ll facilitate ratification, he explained.

After thanking SIU Secretary-Treasurer David Heindel (who is also an official for the International Transport Workers’ Federation) for his leadership and tremendously sig nificant contributions to this most important effort” of advancing the MLC around the world, Servidio pointed out that if America doesn’t ratify it by August, U.S. ships will be subject to the convention’s standards when calling on nations that have approved it. For that reason, the Coast Guard will offer a certificate of voluntary compliance for qualified U.S. flag vessels at their request.

Turning to the STCW convention, Servidio thanked maritime labor for providing valuable feedback that helped the agency avoid hastily issuing new regulations. Nevertheless, the amendments necessary to implement these amendments and to assure that U.S. seafarers and U.S. shipping maintain an equal footing with international competitors “require action by our government – in this case, the promulgation of regulations necessary to implement these amendments and to assure that U.S. seafarers and U.S. shipping maintain an equal footing with international competitors,” he explained.

Regulations for the final rule have been developed and “are going through the final stages of review within the government,” he said, adding that he expects them to be posted “in the very near future.”

Finally, he offered a detailed look at the Coast Guard’s anti-piracy work, and said that while significant progress has been made, piracy remains “an issue of grave concern to the U.S. and the Coast Guard and one that I know is of interest to all seafarers…. We can’t let our guard down.”

Speaking of maritime labor as a whole, Servidio stated, “We have continually enjoyed a collaborative relationship with our seafarers organizations…. Our partnerships with the maritime community at large reflect our commitment to protecting seafarers’ and (other) workers’ interests, which I personally discussed as recently as last fall when I met with many of the union leaders present today.”

He described union members as “the eyes and ears of our maritime community, and a vital component of any maritime safety and security system…. The Coast Guard is well aware of the contributions made by mariners in both our domestic and our international shipping, and how important shipping is to the U.S. economy. You play an essential role in keeping us safe and secure, and facilitating commerce and trade. I’m committed to making sure we do good by you, because you do good by us.”
MTD at a Glance

The Maritime Trades Department is a constitutionally mandated department of the AFL-CIO. It was formed in 1946, and its 23 affiliates include the SIU. Altogether, those unions represent more than 5 million members. The MTD also features 21 port maritime councils. SIU President Michael Sacco also serves as MTD president, a post to which he most recently was re-elected in 2009.

The coverage on pages 9-13 reflects some of the happenings at this year’s MTD executive board meeting, which took place Feb. 21-22 near Orlando, Fla. Check out the MTD’s website (maritimetrades.org) for additional information about the department.

As the meeting ended, the MTD honored James Williams (center), president of the International Union of Painters and Allied Trades, who is retiring. MTD President Michael Sacco (left) presented him with a ship’s wheel; AFL-CIO President Richard Trumka (right) also joined in the salute along with the MTD executive board and guests.

Desiree Gralewicz
Secretary-Treasurer
SIU of Canada

Tom Orzechowski
VP Great Lakes
SIU

Joseph Condo
International VP
TCU

Brian Bryant
Chief of Staff to VP
Machinists

Sito Pantoja
General VP
Machinists

Moira Harvey
President
American Merchant Marine Veterans

Brian Schoeneman
Legislative Director
SIU

George Tricker
VP Contracts
SIU

Dean Corgey
VP Gulf Coast
SIU

Ron Ault
President
Metal Trades Department

Joseph Negro
President
SMART

Robert Scandifetti
President
TCU

James Callahan
President
Operating Engineers

Tom Bethel
President
AMO

Mike Jewell
President
MEBA

Michel Desjardins
President
SIU of Canada

Jim Chalmers,
President
Lower Great Lakes & Tributaries
Port Council of Canada

Ron Koehlmaisy
President
Michigan Maritime Trades Port Council

Lynn Tucker
General VP
Machinists

Ken Rigmaiden
Exec. General VP
Painters

Ralph Mahy
VP President
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President
Iron Workers

Warren Fairley
International VP
Boilermakers

Bernard Hostein
Asst. to President
Steelworkers

Daniel Duncan
Exec. Secretary-Treasurer
MTD

Scott Winter
Vice President
MTD
ITF Officially Describes Challenges, Opportunities

**Investing in Union Projects a Win-Win**

As president and managing director of the AFL-CIO’s Investment Trust Corp. (ITC), Michael Stotz often gets to dispel the myth that investing in union-built and -serviced construction projects results in mass layoffs.

“I get the opportunity to say, ‘no, quite frankly it’s the contrary,’” Stotz said during a speech Feb. 22 in the Maritime Trades Department, AFL-CIO executive board meeting near Orlando, Fla. “We have skilled workers, we have excellent contractors. We see that as a strength and we do it day-in and day-out.

The truth, he added, is investing in union-built and -serviced projects not only brings about impressive returns, but also provides thousands of workers with union jobs and the good pay and benefits that come with them. In short, everybody wins.

And he has the numbers to prove it.

His organization – which coordinates with the pension community to fund those union projects – currently has more than $1.6 billion worth of new projects in the pipeline and is raking in record returns on its investments. Those projects include everything from a $420 million building in New York City to underpinnings in places as far away as Chicago, Seattle and Minneapolis.

“Right now the (ITC’s) Building Investment Trust has more projects in construction or under development than any time in the history of the program,” Stotz said.

“Experts have said our portfolio is very well-balanced and in great shape.”

That’s good news, he added, for union workers as well.

“Today, across the country, hundreds of union members are working because of active Building Investment Trust construction projects,” Stotz said.

“Once those jobs are completed, every service and maintenance jobs in those buildings will be union. Those service contracts will ensure permanent union jobs long into the future.”

Pivoting to these facts, Stotz said the labor movement could have an even bigger political and economic impact if it decided to invest more in such projects. If just 10 percent of the more than $4 million sitting in public and private pension funds across America was leveraged for similar projects, Stotz said more union jobs would be created and the world – especially enemies of the labor movement – would take notice of the success.

“They are already paying close attention, hoping that we fail,” Stotz said.

“Our projects and our jobs are only limited by our ability to secure union pension dollars.”

The result, Stotz added, would be a victory for the labor movement, union workers and the country’s overall economy.

“What better case could you make for the power of solidarity?” he said.

International solidarity was evident at the meeting, including among (from left) Acting ITF General Secretary Steve Cotton, ITC Inspector Shwe Aung, SIU of Canada President Michel Desjardins, Indonesian Seafarers Union President Hanafi Rustandi and SIU Secretary-Treasurer David Heindel, who chairs the ITF Seafarers’ Section.

**Sportsmen’s Alliance Affords Various Events for Unions’ Outdoor Enthusiasts**

With millions of members regularly enjoying outdoor activities like hunting and fishing, the Union Sportsmen’s Alliance (USA) has found great success in focusing on where the interests of the labor movement and outdoor enthusiasts meet.

In a speech to the Maritime Trades Department, AFL-CIO executive board meeting near Orlando, Fla., on Feb. 22, USA Executive Director Fred Myers said those interests are more common than many realize. Formed a little over five years ago to support and be important to union members and outdoor enthusiasts, the USA now has more than 60,000 members and has done a tremendous amount of good across the country.

“They’re passionate about their families, they’re passionate about their jobs and their union and they’re passionate about their love for the outdoors,” Myers said.

“Being a sportsman or woman is not something these folks do; it’s who they are.”

With its flagship Boots on the Ground program, the USA gathers its highly skilled union members from a variety of unions and trades to volunteer on outdoors-related projects that revitalize communities and increase the value of union properties. The result, Myers said, has been more outdoor offerings and a public that better understands the role union workers play.

“They’re empowering outdoorsmen and women and creating good will,” he said. “They’re putting forth a positive image of our union partners in key communities where they live and work. That is what the Union Sportsmen’s Alliance is all about.

They also have a national presence through the television show “Your Brotherhood Outdoors” – a program that was recently voted the most popular hunting and fishing show on the Sportsmen’s Channel.

“We’re proud to inform and engage millions of outdoorsmen and women,” Myers said.

He added the strong link between union workers and the outdoors is a surprise – more than 6 million of the 11 million union members working with AFL-CIO-affiliated unions take part in hunting, fishing, shooting, camping or some other outdoor activity.

Without the opportunities provided by having the good pay and benefits of a union job, Myers said, many of those workers likely would not have the opportunity to enjoy those activities in the first place.

“However they enjoy the outdoors, their union plays a huge, huge part in making their outdoor way of life possible,” Myers said.

“Without a good union job and without a fair wage and safe working conditions and excellent health care and guaranteed time off, it would be impossible for these millions of union members and outdoor action ... have the opportunity of their outdoor passions.”

This is to the formation of the USA, Myers said those members now have an organization that not only advances their outdoor interests, but helps to secure the union jobs that provide the opportunity to explore those interests.

“For the first time in the history of the labor movement these union sportsmen and women have an outdoor home,” Myers said. “The USA is truly a union of the outdoors.

More information is available at unionsportsmen.org.
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Relax.
Enjoy.

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- Save on wireless devices and services available through “Union Proud” AT&T.
- Get discounts and upgrades on rental cars, vans, SUVs and trucks, plus great deals on family vacations.
- Save on theme parks, sporting events, theater, movies, movie rentals, restaurants and more.
- Plan ahead with life insurance, accidental death and retiree health insurance.

PLUS EVEN MORE BENEFITS offer you additional financial, health, insurance, travel, entertainment and educational savings and services.

For full details, visit UnionPlus.org

Union Plus

Brothers and Sisters of the Marine Industry

4/13
Mariners Should Check TWIC Expiration Dates

Seafarers are reminded to check the expiration dates on their federally issued Transportation Worker Identification Credentials (TWIC), particularly now that the first documents issued back in 2007 have begun expiring.

Mariners weren’t required to secure TWICs until April 2009, but the cards were available beginning in October 2007. So, any of the TWICs issued at that time with five-year expiration dates are due for renewal. Additionally and as previously reported, the Transportation Security Administration is offering certain TWIC holders the option of replacing their expiring TWICs with a three-year Extended Expiration Date (EED) TWIC. That credential costs $60 and may be obtained via a single trip to an enrollment center.

Detailed information about the three-year credential is available directly from the TSA at 1-866-347-8942, Monday through Friday, 8 a.m. to 10 p.m. Eastern, and at www.tsa.gov/twic. Due to the large number of workers requesting EED TWICs, the agency requests that individuals order the EED TWIC “no sooner than four months prior to your current TWIC expiration date.”

Personal

Retired Seafarer Matt Carroll would like to hear from other retired or active mariners in the El Paso, Texas, area. Matt may be reached at: 1011 N. St. Vrain Street, El Paso, TX 79902.

Former member John Merriam submitted the following message:
I am in the process of publishing books about two trips I took in the 1970s and am searching for photographs of the S.S. Producer. The S.S. Producer was 600 feet called the S.S. Producer.

If you have photos of either of these ships, please send a copy to me at Fishermen’s Terminal in Seattle: 4005 20th Ave., West, Seattle, WA 98119.

Charlie Smith, QMED who sailed out of New Orleans in the 1990s, please contact your old shipmate Jimmy Sabga at (905) 727-4858.

May & June 2013 Membership Meetings

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Each port’s meeting starts at 10:30 a.m.
Editor’s note: This month’s question was answered by SIU members in Piney Point, Md.

Question: What do you miss about home when you’re at sea and what do you miss about seafaring when you’re at home?

Keith White
Deckhand
When I’m at sea I miss my daughter. She’s my whole life – I couldn’t imagine life without her. When I’m at home, I miss making money and I miss the camaraderie with the guys. We have a lot of fun. It’s hard work sometimes, but it’s a lot of fun.

Damien Bautista
OMED
I don’t really miss anything about home. I can’t wait to get out (to sea). I really like the routine. I like having something to do. When I’m at home I have to find something to occupy the day. I don’t like being bored throughout the day.

Jason Babbitt
OMU
When I’m at sea I miss my loved ones; I miss my girlfriend. And I miss the freedom of sleeping in late and going to Burger King to grab a burger. When I’m at home I miss being able to see the sights and check out all these new places. And I like keeping busy and that’s kind of hard to do when you’re at home. You can only do so much stuff.

Salah Saleh
GUDE
(At sea) I miss my family. I like going out with them and having the high-speed Internet. You don’t really get much of that at sea. I usually try to get what I can from the Internet before (shipping out) so I can take it out with me. (At home) I miss getting paid and keeping my mind busy. Work is work anyway you look at it, but I like the mental challenge.

Ryan Papa
Wiper
(At sea) I miss getting on the ship or whether you’re just getting home, you’ve got to make that adjustment.

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.

FRANKLIN RANDOLPH
Brother Franklin Randolph, 64, was born in Ghana. He became an SIU member during the 2001 merger with the National Maritime Union. Brother Randolph sailed in the steward department. In 2001, he attended classes at the Paul Hall Center in Piney Point, Md. Brother Randolph’s most recent ship was the Lts. Col. Calvin P. Titus. He resides in Houston.

REYNALDO DIMACALE
Brother Reynaldo Dimacale, 64, joined the SIU in 1980. His earliest trip was aboard the Gulf Atlantic. Brother Dimacale last sailed in 2001 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He previously worked on the USS Pathfinder. His most recent trip was aboard the Paul Hall Center. Brother Meier resides in Cathedral City, Calif.

GUADALUPE PASTOR
Brother Guadalupe Pastor, 66, signed on with the SIU in 1990 while in the port of New York. A native of Manila, Philippines. Brother Dimacale most recently sailed aboard the Oakland. He has served as a member of the steward department.

MILTON ISRAEL
Brother Milton Israel, 63, became a union member in 1968. His first trip was aboard the Bay Ridge. Brother Dimacale sailed in the department and upgraded on numerous occasions at the Piney Point school. He is a native of Walla Walla, Wash. Brother Dimacale’s most recent vessel was the Eagle. Brother Israel makes his home in Jacksonville, Fla.

MICHAEL LANDESS
Michael L. Landess, 64, joined the SIU in 1990. His earliest trip was aboard an OLS Transport Limited vessel. Brother Landess was born in Pittsburgh, Pa. He sailed in both the steward and deck department. Brother Landess enhanced his skills in 2008 at the Piney Point school. He most recently sailed on the ATV Browncastle. He settled in Jacksonville, Ill.

JACK MADDEN
Brother Jack Madden, 55, donned the SIU colors in 1990. His first voyage was aboard the Overseas New Orleans; his most recent was on the North Star. Brother Madden was a member of the deck department. He was born in Seattle and makes his home in Olympia, Wash.

FREDERICK MEIER
Brother Frederick Meier, 65, began his seafaring career in 1990. He initially shipped aboard the USSN Flagship. Brother Meier was born in New York and sailed in the deck department. In 1995, he attended classes at the Paul Hall Center. Brother Meier most recently sailed on the USSN Pathfinder. He calls Panama City, Fla., home.

MANUEL PENA
Brother Manuel Pena, 65, was born in Spain. He joined the SIU in 2001 while in the port of New York. As a member of the steward department, Brother Pena upgraded in 2001 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He originally worked on the Grand Canyon State. Brother Pena’s last trip was aboard the 2nd Lt. John Paul Bobo. He is a resident of Bronx, N.Y.

JOHN O’NEAL
Brother John O’Neal, 60, joined the SIU in 1990 while in the port of Jacksonville. His earliest trip to sea was on the USSN Willo. Brother O’Neal upgraded in 2000 at the Paul Hall Center. His most recent trip was with Crowley Towing & Transportation of Jacksonville. The deck department member lives in Jacksonville, Fla.

HENRY TULEWICZ
Brother Henry Tulewicz, 62, donned the SIU colors in 1966 while in the port of Philadelphia. He first sailed with Myley Towing Company. Brother Tulewicz was born in Pennsylvania. He was most recently employed with Taylor Marine Tow- ing Company. Brother Tulewicz is a resident of Columbus, Ohio.

ALBERT BREZZINSKI

FRANCIS ETTNER
Brother Francis Ettner, 65, became an SIU member in 1967. His first trip was on the Scirocco Invargil. Brother Ettner is a native of Illinois. He now calls Brementown, Wash., home.

THOMAS SKOWRONEK
Brother Thomas Skowronek, 65, was born in Michigan. He began sailing with the SIU in 1968. Brother Skowronek first worked with Huron Portland Cement. The deck department member’s most recent ship was the St. Clair. Brother Skowronek lives in Alpena, Mich.

NATIONAL MARITIME UNION
PAUL CASSON
Brother Paul Casson, 55, joined the SIU in 1976. He is a native of Colorado. Brother Casson last worked aboard the Cape Horn. He now calls Bremerton, Wash., home.

This Month in SIU History

Edward’s note: The following items are reprinted from various editions of the Seafarers LOG.

1945
One of the most important agents’ conferences held in the entire history of the SIU, a conference out of which came many vital policy and organization decisions, closed in Chicago after laying a course for the union in the post-war period. Out of the conference came a unity and spirit of coop- eration between the various districts which hold the promise of great gains for the union during the difficult days which lie ahead. Among the im- portant decisions reached by the conference was a unity and spirit of coop- eration between the various districts which hold the promise of great gains for the union during the difficult days which lie ahead. Among the im- portant decisions reached by the conference was a unity and spirit of coop- eration between the various districts which hold the promise of great gains for the union during the difficult days which lie ahead. 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Among the im- portant decisions reached by the conference was a unity and spirit of coop- eration between the various districts which hold the promise of great gains for the union during the difficult days which lie ahead. Among the im-
DEEP SEA

MACK CARRUTHERS

ROBERT GORBEA
Pensioner Robert Gorb ea, 82, passed away August 27. Born in Brooklyn, N.Y., Brother Gorb ea joined the union in 1951. He first sailed aboard the *Seastreak Texas*. Brother Gorb ea was a deck department member. Prior to his retirement, he was a steward. Brother Gorb ea died September 19. His final trip was on the *Wilson* in 2004. Brother Gorb ea made his home in Tinton Falls, N.J.

STANLEY JANDORA
Pensioner Stanley Jandora, 95, died September 27. Brother Jandora became an SIU member in 1944. He sailed the *Steel* for five years prior to his early career. Brother Jandora was born in New Jersey and worked in the deck department. His final journey was in 1995, he shipped on the *Elizabethtown*. Brother Jandora continued to call New York home.

CURTIS LANG
Pensioner Curtis Lang, 90, passed away September 14. Brother Lang began shipping with the Seafarers in 1967. He originally sailed aboard a vessel operated by Mt. Vernon Tankers Corporation. Brother Lang was a member of the steward department. He last worked on the *Quality*. Brother Lang continued to reside in his native state, Florida.

JOSEPH STANTON
Pensioner Joseph Stanton, 89, died September 20. Brother Stanton first donned the SIU colors in 1951. The deck department member was born in Philadelphia. Brother Stanton’s first trip was aboard the *Fv. Haskins*. His final ship was the USS *Wright*. Brother Stanton became a pensioner in 1991. He was a resident of Pennsylvania.

EUGENE BRADBASH
Pensioner Eugene Bradb ash, 75, passed away August 26. Brother Bradb ash signed on with the SIU in 1979. His earliest trip was with the *St. Holly S Company*. Brother Bradb ash was born in Virginia. Before his retirement in 1999, he worked for the Key Point Transportation. Brother Bradb ash lived in Oxley, Va.

HARRY WRO TON
Pensioner Harry Wrot on, 100, died September 24. Brother Wrot on was a Virginia native. He joined the union in 1962 and sailed with McAllister Towing of Virginia for the duration of his career. Brother Wrot on started collecting his pension in 1985. He called Smithfield, Va., home.

GREAT LAKES

JACK POVASER
Pensioner Jack Povaser, 75, passed away September 14. Brother Povaser started sailing with the union in 1987. He primarily worked in the Great Lakes division, initially with Great Lakes Associates. Brother Povaser was born in Ashland, Wis. He sailed in both the engine and steward departments. Brother Povaser most recently sailed on the *Walter J. McCarty*. He retired in 2009 and made his home in Superior, Wis.

JOSEPH GREEN

CAROL GUNDerson
Pensioner Carrol Gunderson, 86, passed away September 25. Brother Gunderson was born in Seattle. He retired in 1996 and was a resident of Buckley, Wash.

ALBERT HOL ZENDORF
Pensioner Albert Holzendorf, 82, died September 1. Brother Holzendorf was a Florida native. He started receiving his retirement pay in 1985. Brother Holzendorf made his home in Oceanside, Calif.

JOSE JIMENEZ
Pensioner Jose Jimenez, 93, passed away September 11. Brother Jimenez, a native of Arecibo, P.R., became a pensioner in 1985. He continued to reside in Puerto Rico.

EDWIN JOYNER

SHIRLEY BYRD

FRANCIS CARL

WILLIAM FERR ELL
Pensioner William Ferr ell, 81, passed away September 13. Brother Ferr ell was born in South Carolina. He retired in 1986 and settled in Charleston, S.C.

ARMANDO GOMES
Pensioner Armando Gomes, 90, died September 16. Brother Gomes was a Trinidad native. He became a pensioner in 1971 and called Brooklyn, N.Y., home.

PAULA GONZALES

JOSEPHINE JONAS

CLAUDE NORTON
Pensioner Claude Norton, 85, died September 19. Brother Norton became a pensioner in 1965. He was a resident of Salem, Mo.

JEFFREY ACEBO
Pensioner Jeffrey Acebo, 93, passed away September 11. Brother Acebo, a native of San Juan, P.R. He retired in 1972 and continued to make his home in Puerto Rico.

Pablo Paredes

CHARLES KAYSER
Pensioner Charles Kays er, 84, passed away September 3. Brother Kays er was born in Illinois. He began collecting compensation for his retirement in 1968. Brother Kays er made his home in Mobile, Ala.

WAVELLY LONG

ROBERT MATTHEWS
Pensioner Robert Matthews, 80, passed away August 27. Brother Matthews was a native of Victor, N.Y. He retired in 1979 and resided in New Jersey.

BESSIE MCBRIDE
Pensioner Bessie McBride, 93, died July 28. Sister McBride was born in West Virginia. She became a pensioner in 1919. Sister McBride called Naples, Fla., home.

SAYED MOHAMED
Pensioner Sayed Mohamed, 92, passed away September 29. Brother Mohamed, a native of Sudan, went on pension in 1967. He settled in Charleston, S.C.

CHARLES PAYNE
Pensioner Charles Payne, 93, passed away September 26. Brother Payne lived in St. Louis. He settled in Charleston, S.C.

SAYED MOHAMED
Pensioner Sayed Mohamed, 92, passed away September 29. Brother Mohamed, a native of Sudan, went on pension in 1967. He settled in Charleston, S.C.

KENNETH THOMPSON
Pensioner Kenneth Thompson, 85, passed away September 25. Born in Horton, Kan., Brother Thompson started collecting his retirement pay in 1965. He was a resident of Sulphur, La.

RAYMAN WHITE
Pensioner Rayman White, 82, died August 7. Brother White was born in Portland, Ore. He retired in 1990 and settled in Seattle.

MARCO ZEPEDA

Name, Age, DOB

Brooks, Robert 73 Oct. 14
Dejano, Jose 64 Sept. 9
Forre, Konel 81 Sept. 2
Frazier, Eldridge 90 July 25
Gonzalez, Andres 93 Nov. 22
Gonzalez, Manuel 86 Aug. 3
Jackson, Robert 93 Aug. 7
James, Wayne 87 Sept. 30
McKee, Charles 84 Oct. 7
McLaughlin, Wilber 84 July 5
Momma, Hans 88 Sept. 3
Moore, Howard 90 Sept. 26
Murphy, Louis 78 Sept. 27
Pagnini, Albert 91 Nov. 14
Pai, Anith 87 Aug. 13
Richard, William 80 Oct. 11
Rivera, Leon 87 Sept. 5
Rodriguez, Roberto 76 Oct. 13
Rivero, Ruperto 89 July 30
Sagert, James 84 Nov. 17
Sheils, William 69 Sept. 25
Torr, Bruno 92 Oct. 13
Williams, Ernest 82 Oct. 24

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Digest of Shipboard Union Meetings

With Seafarers Aboard USNS Bob Hope

SIU Wilmington, Calif. Safety Director Abdul Al Omari snapped this photo aboard the military support ship USNS Bob Hope earlier this year. Pictured from left to right are (front) Chief Cook Kenneth Sandifer, Bosun William Henderson, AB Joshua German, (back) Wiper Robert Brady, OS James Washington and Recertified Steward Robert Misley. The vessel is operated by American Overseas Marine.

April 2013

Seafarers LOG 19

CHARGER (Maersk Line, Limited), January 25 – Chairman Robert Fagan, Secretary William Bragg, Educational Director Ole Webber. Chairman announced upcoming paycheck in Los Angeles. Crew was reminded to turn in crew keys when signing off. He mentioned the terminal now requires all personnel to wear hard hat and safety vest. SIU official will be on board upon ship’s arrival. He gave a vote of thanks to the steward department. Educational director urged everyone to update grade and ensure documents are up-to-date, including TWIC. No beefs or disputed OT reported. Crew reported mattresses need to be replaced. Next port: Long Beach, Calif.

COMET (Maersk Line, Limited), January 6 – Chairman Khalid Munassar, Secretary Cleo Lindong, Educational Director Rene Rosario, Engine Delegate Lonnie Carter, Steward Delegate Reynaldo Ricarte. Chairman thanked deck gang and DEU for working hard, and thanked entire crew for working safely. Educational director encouraged fellow members to donate to SPAD, the union’s voluntary political action fund, and stay current on dues. No beefs or disputed OT reported. New washing machine will be taken aboard in Long Beach, Calif. Crew thanked steward department for “demonstrating an extraordinary ability to make the most beautiful Christmas and New Year’s celebrations” and for overall excellent food and a job well done. Next port: Long Beach.

EAGLE (Maersk Line, Limited), January 12 – Chairman Scott Heginbotham, Secretary John McGill, Educational Director Samir Elbeghar, Engine Delegate Brandon Granger, Steward Delegate Alonzo Belcher. Chairman saluted galley gang for job well done over the holidays.

Apprentice Earns Safety Award

Congratulations to Unlicensed Apprentice Jacob Gaskill (above), for recently earning Horizon Lines’ Safety Sailor of the Month award, for his work aboard the Horizon Enterprise. Vessel Master Ron Radicali kindly passed along the photo and following note: “Having been found to be an outstanding shipmate – conscientious in his duties, safety conscious and considerate of all is hereby being recognized for such noble effort among his shipmates, performed in a safe manner and entitling him for recognition as Safety Sailor of the Month.”

He reviewed company’s safety incentive program and ship’s fund. Vessel may be in Houston for a while undergoing repair. No beefs or disputed OT reported. Next port: Newark, N.J.

EL MORRO (Interocean American Shipping), January 24 – Chairman Nathaniel Leary, Secretary Rafael Cardenas, Educational Director Joseph Letang, Deck Delegate David Denizac, Engine Delegate James Emily, Steward Delegate Tracey Newcombe. Chairman encouraged fellow Seafarers to upgrade at union-affiliated school in Pinney Point, Md. He also reminded everyone to keep documents current. No beefs or disputed OT reported. Crew discussed time off and payroll items.

LIBERTY GLORY (Liberty Maritime), January 6 – Chairman Tyrone Burrell, Secretary Abraham Martinez, Engine Delegate Donald Bernard, Steward Delegate Dawn Johnson. Chairman announced upcoming payroll in Orange, Texas, and also encouraged crew members to know the contract. Educational director reminded everyone to keep documents current. No beefs or disputed OT reported, but deck and engine crews needed clarification on penalty OT. Crew also discussed shipboard safety and requested a new dryer and direct deposit.

MAERSK CAROLINA (Maersk Line, Limited), January 27 – Chairman Brian Fountain, Secretary Ali Matare, Educational Director Kevin Cooper, Deck Delegate David Freeman, Steward Delegate Medardo Thomas. Crew awaiting response on question affecting interest danger pay. Chairman reported another safe trip with no lost-time injuries. This makes 3,118 days. He thanked everyone for their professionalism and especially the steward department for their good work. Secretary encouraged members to read Seafarers LOG to stay updated. He also urged Seafarers to donate to SPAD “because when you do, you help yourself as well as your union brothers.” Educational director advised mariners to upgrade and keep documents current. No beefs or disputed OT reported. Crew extended vote of thanks to steward department. They asked for clarifications on shipping rules pertaining to rotary shipping. Next ports: Elizabeth, N.J., Charleston, S.C., and Norfolk, Va.

MAERSK MONTANA (Maersk Line, Limited), January 13 – Chairman Robert Lindsey, Secretary Michael Carrole, Educational Director Eddie Almoodvar, Engine Delegate Robert Orloff, Steward Delegate Edward English. Chairman reported good voyage and upcoming payroll. He reminded members to stay current on dues. Educational director encouraged fellow mariners to upgrade. No beefs or disputed OT reported. Crew noted that Seafarers LOG is available in print and on the union’s website. Crew thanked steward department for job well done. They asked for information about how STCW amendments may affect day work.

MAERSK WYOMING (Maersk Line, Limited), January 20 – Chairman Roan Littlefoot, Secretary Kenneth Hagan, Educational Director Joe Grandinetti, Deck Delegate Mohamed Maziad, Steward Delegate Stan Ford Drakes. Chairman thanked crew for keeping ship clean and managing garbage. He mentioned company policy of no garbage except food scraps to be thrown over the side. He urged Seafarers to contribute to SPAD. Secretary said they are still waiting on details about crew’s move to a replacement vessel. Educational director encouraged members to upgrade at Paul Hall Center and to use the SIU website. No beefs or disputed OT reported. Vote of thanks given to steward department for excellent holiday meals. Crew made general and specific recommendations for improving medical, dental and pension benefits, including eligibility requirements. They also expressed appreciation for the recently secured standard contracts, which included wage increases and other gains despite the current hostile climate toward organized labor. Next port: Elizabeth, N.J.

OVERSEAS ANACORTES (OSG), January 6 – Chairman Tom Nadeau, Secretary Khalid Tafiti, Educational Director Melvin Ratcliff. Deck Delegate Feliciano Gimut. Chairman thanked steward department for job well done during the holidays. He also thanked deck and engine gangs for doing good jobs and working safely. He thanked all those who donate to SPAD. Secretary also thanked members for SPAD donations and noted union forms are available. Educational director encouraged Seafarers to apply for the SHRP scholarship, keep documents current, and upgrade at Pinney Point. No beefs or disputed OT reported. Parts were received for washing machines.

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 added to the union upon receipt of the ships’ minutes. The minutes are then forwarded to the Seafarers LOG for publication.
FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters 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 financial committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports its 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 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.

SHOPPING RIGHTS. A member’s shopping rights and seniority are protected exclusively by contracts between the union and the employers. Members should get to know their shopping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shopping 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 bidding for overtime (O/T) 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, the SIU’s official organ, is published monthly at Camp Springs, Maryland. It is available free of charge to all union members. As a member of the SIU, you are entitled to receive the Seafarers LOG as a condition of membership in the SIU. It also contains news and information on the activities of the SIU, including the work of the officers and committees of the SIU, as well as news and information on the activities of the SIU, including the work of the officers and committees of the SIU.

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 the interests and purposes included in its constitution. It provides financial assistance to eligible political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of race, sex, color, age, national origin, or association with any of these characteristics.

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 the SIU. The member should notify the SIU at headquarters by certified mail, return receipt requested. The address is: Michael Sacco, President Seafarers International Union 5201 Auth Way Camp Springs, MD 20746.
The following is a schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months. All programs are geared toward improving the job skills of Seafarers and 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 national 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.

<table>
<thead>
<tr>
<th>Title of Course</th>
<th>Start</th>
<th>Date of Completion</th>
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<tbody>
<tr>
<td><strong>Deck Department</strong></td>
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<tr>
<td>Lifeboatman/Water Survival</td>
<td>April 27</td>
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<td>May 25</td>
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<td>June 22</td>
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<td>STOS</td>
<td>April 27</td>
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<tr>
<td>Able Seaman</td>
<td>May 11</td>
<td>June 7</td>
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<tr>
<td>Radar Renewal (One day)</td>
<td>May 28</td>
<td>May 28</td>
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<td>Radar Observer</td>
<td>May 4</td>
<td>May 17</td>
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<td>ARPA</td>
<td>May 18</td>
<td>May 24</td>
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<tr>
<td>Bosun Recertification</td>
<td>July 13</td>
<td>August 5</td>
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<td>Fast Rescue Boat</td>
<td>April 27</td>
<td>May 3</td>
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<td>June 15</td>
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<td><strong>Engine Department</strong></td>
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<tr>
<td>Designated Duty Engineer Prep</td>
<td>May 4</td>
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<td>June 15</td>
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<td>July 27</td>
<td>August 9</td>
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<tr>
<td>Basic Auxiliary Plant Operations (BAPO)</td>
<td>May 18</td>
<td>June 14</td>
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<td>FOWT</td>
<td>April 20</td>
<td>May 17</td>
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<td>June 15</td>
<td>July 12</td>
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<td>Junior Engineer</td>
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<td>Marine Refer Tech</td>
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<td>Welding</td>
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<td>May 24</td>
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<td>June 1</td>
<td>June 21</td>
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<tr>
<td><strong>Safety Upgrading Courses</strong></td>
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<tr>
<td>Basic Firefighting/STCW</td>
<td>March 23</td>
<td>March 29</td>
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</tbody>
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**Steward Department Upgrading Courses**

<table>
<thead>
<tr>
<th>Title of Course</th>
<th>Start</th>
<th>Date of Completion</th>
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<tbody>
<tr>
<td>Chief Steward</td>
<td>April 13</td>
<td>May 24</td>
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<td></td>
<td>July 6</td>
<td>August 16</td>
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<td>Serve Safe</td>
<td>June 8</td>
<td>June 14</td>
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<td>Galley Operations</td>
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<td>Chief Cook</td>
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<td>Galley Operations</td>
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<td>Advanced Galley Operations</td>
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**Notice**

National Maritime Center Website Provides Valuable Mariner Resources

The National Maritime Center (NMC), the licensing authority for the U.S. Coast Guard, offers a comprehensive website covering mariner credentialing, medical guidelines, and much more. The site features a wide range of applications and forms, deck- and engine-department exam information, lists of Coast Guard-approved courses and more. Seafarers are encouraged to check out the site at: http://www.uscg.mil/nmc/

Mariners may call the NMC at 1-888-IASKNMC (1-888-427-5662). Operational hours are 8 a.m. to 8 p.m. EST, Monday through Friday. (The NMC is closed for all federal holidays.) Various email forms also are available through the NMC website.

Notice to Students

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UPGRADING APPLICATION

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<tr>
<th>Name</th>
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<td>Telephone (Home)</td>
<td>(Cell)</td>
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<td>Date of Birth</td>
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<td>Deep Sea Member □</td>
<td>Lakes Member □</td>
<td>Inland Waters Member □</td>
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<td>If the following information is not filled out completely, your application will not be processed.</td>
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<td>Social Security #</td>
<td>Book #</td>
<td>Department</td>
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<td>E-mail</td>
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<td>Endorsement(s) now held</td>
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<td>Are you a graduate of the SHLSS/PHC trainee program? □ Yes □ No</td>
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<td>If yes, class #</td>
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<tr>
<td>Have you attended any SHLSS/PHC upgrading courses? □ Yes □ No</td>
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<td>If yes, course(s) taken:</td>
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With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seatime 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 seatime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHRP Clinic Card and TWIC.

April 2013

Seafarers LOG 21
Paul Hall Center Classes

Unlicensed Apprentice Water Survival Class 769 – Eighteen individuals, Phase I unlicensed apprentices as well as upgraders, completed this 60-hour course Feb. 15. Graduating (above, in alphabetical order) were: Steven Baker, Daniel Briggs, DeAnthony Cole, Bobby Conner, Gary Dabac, Collon Edmiston, Jason Fuller, Andrew Graham, Romeo Isorena Jr., Ricardo Juaska, Samuel McClure, Matthew Meenan, Kevin Pamilla-Aloia, Joseph Peterin, Peter Piathan, Eddie Solichin, Curtis Walker and Jeffrey Watts. (Note: Not all are pictured.)

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Welding – Ten upgraders finished this four-week course March 1. Those graduating (above, in alphabetical order) were: Chris Bongard, Scott Ciatto, James Dillon, Michael Durago, John Ingold, Matthew Keesse, Britterne Kelly, Terrance Meadows, Darnel O’Hara and Anthony Ridick. Class Instructor Buzzy Andrews is at the far left in the back row. (Note: Not all are pictured.)

Basic Auxiliary Plant Operations (BAPO) – Fourteen Phase III unlicensed apprentices and upgraders completed their requirements in this 63-hour course Feb. 22. Graduating (above, in alphabetical order) were: Jose Alicea-Sanchez, Sean Geddie, David Gentsch, Julio Gomez, Arvin Heras, Jason Knapp, Zeljko Krizan, Thomas Leroy, Ali Malahi, Michael Pirch, Alisia Scheuerer, Brett Scott, Joseph Spencer and Yolanda St. Clair. Tim Ashorn, their instructor, is at the far left. (Note: Not all are pictured.)

Electronic Chart Display Information System – The following upgraders (above, in alphabetical order) graduated from this course March 1: Dennis Blackman, Dustin Carter, Michael Harris Jr., Matthew Jennness, Enchantress Johnson, Oscar Pankratov, James Tank and Kwamena Watson. Brad Wheeler, their instructor, is at the far left.

Designated Duty Engineer – Twelve individuals graduated from this course Feb. 8. Completing their requirements (above, in alphabetical order) were: Michael Bosarge, Marty Bush, Larry Conway, John Creel, James Hilliard, Jerry Jones, Tony Menotti, Jerry Mock, John Noel, Roger O’Bier, Rusty Ogeron and Paul Parker. Class Instructor Scott Ciatto is at the far left.
Government Vessels – Six Seafarers graduated from this course March 15. Completing their requirements (above, in alphabetical order) were: Volodymyr Bendus, Brandon Braam, Antionne Kelly, Wilson Peniston, Jennifer Ramirez and John White. Mark Cates, their instructor, is at the far right. (Note: Not all are pictured.)

Able Seaman – The following individuals (left, in alphabetical order) completed this course March 1: Ali Ali, Ahmed Ali, Brian Beaasley, Valenio Belezza, Tania Carson, John Cragin, Richard Flores, Priscilla Greene, Christopher Hughes, Peter Mertz, Nathan Nicholson, Leo Onofrio, Angela Puchalsky, Ervin Sadler, William Sculley, Derrick Siefke and Burton Uys. Class Instructor Tom Truitt is second from the right in the back row.

Important Notice to Students

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Steward Department Classes – A pair of Seafarers recently completed steward department classes. Graduating and the courses they finished were Sheltia Wright (advanced galley operations) and Henry Bigelow (chief steward).

Medical Care Provider – Four mariners completed their requirements in this course Feb. 15. Graduating (above, in alphabetical order) were: Darryl Bence, Donald Bishop, Mana Muhsen and Gary Torres. Class Instructor Mike Roberts is at the far left.

Steward Department Classes – Four upgraders recently finished steward department classes. Those graduating and their respective courses (above, in alphabetical order) were: Munasser Ahmed, galley operations; Walter Barnes, galley operations; Sheryl Farmer, advanced galley operations; and Fernando Lopes, advanced galley operations.

Machinist – Seven upgraders finished their requirements in this course Feb. 8. Graduating (above, in alphabetical order) were: Christopher Bongard, Michael Durago, Gregory Holsey Jr., Fernando Ortega, Francisco Ramilo, Jesse Tomabene and Jimmie Williams Jr. Class Instructor Steve Haver is at the far right. (Note: Not all are pictured.)

Machinist – Eight Seafarers completed the enhancement of their skills in this course March 1. Graduating (above, in alphabetical order) were: Bentley Arrundell, Damien Bautista, Tyesha Boyd, Herman Castro, Prentice Conley, Wilbert Hinton, Joe Nimcho and Patrick Sullivan. Steve Haver, their instructor, is at the far left.

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Park Offers Great Chance to Honor Seafarers, Others

Engraved Bricks Available for Walkway at Paul Hall Center’s Lundeberg School

Seafarers, their families and friends and the companies that employ them now have the opportunity to ensure those they care about will always be recognized and remembered within the maritime community.

That opportunity is coming with the construction of a waterfront park at the Paul Hall Center’s Lundeberg School in Piney Point, Md. The park will feature a brick walkway where bricks can be donated and engraved to honor individuals, groups and organizations. The donation of a brick also comes with an entry in the project’s name-the-park contest.

Seafarers Plans Administrator Maggie Bowen, who is helping oversee the project, said the engraved bricks “offer a chance to honor our heritage and keep it alive. This is a great opportunity not only to preserve SIU and school history, but also to acknowledge individuals and organizations. In fact, that’s true even if they have no direct tie to Piney Point or the Seafarers – a brick can be donated for anyone.”

While the proceeds from the brick donations will be used to offset some of the costs of the phases of the waterfront reconstruction, the larger goal of the project is to beautify the area while giving people the chance to share memories and honor others in a lasting way. Bricks can be ordered to commemorate everything from departed loved ones and remarkable class instructors, to heroic rescues and memorable crews. The possibilities are practically limitless and the engravings don’t have to be related to the school or the union.

Bricks are available in two sizes, and ordering information is available online at www.seafarers.org/SIUbricks.htm. The sizes include a traditional-sized brick (4 x 8 inches x 2.25”) with three lines of engraving for a donation of $125 and a larger brick (8 x 8 inches x 2.25”) with six lines of engraving for a donation of $250. The larger version also may be ordered with a corporate logo and up to three lines of text (subject to space limitations based on the logo) for a donation of $300.

This is the area where the walkway and waterfront park will be built. The order form and an electronic version of this sample brick (photo at left) are posted at www.seafarers.org/SIUbricks.htm

Waterfront Park Will Contain Brick Honoring Late, ‘Fun-Loving’ Recertified Steward

When Bill Eglinton first heard about the SIU’s commemorative brick program, a smile spread across his face. He instantly knew who he wanted to honor. He could almost picture the name appearing on the brick.

That name was Luis Escobar. Known to Eglinton and others as a fun-loving and generous recertified steward, Escobar was murdered in his Florida home in 2007. While Escobar’s death was tragic, Eglinton said he saw the brick program as way to shine a positive spotlight on his gregarious friend.

“The opportunity is coming with the construction of a waterfront park at the Paul Hall Center’s Lundeberg School in Piney Point. It will join a large collection of engraved bricks ordered by Seafarers, families, companies and others as a way of ensuring certain individuals, groups and crews will always be remembered within the maritime community.

“IT will be a memorial for us,” Eglinton said of one aspect of the brick program. “I’m at the school regularly, so I’ll get to go often and reminisce.”

He added it’s fitting that Escobar will find a permanent place in Piney Point. The two men met there during a summer crabbing session in the 1990s and shared many happy memories at the campus. Their friendship began when Escobar generously offered Eglinton and his son, Ryan, a bucket full of nearly three dozen crabs, and continued until his death.

“Luis became a part of our family that summer and we came to learn about this caring, humorous, loving man,” Eglinton said. “He was just a fun-loving Seafarer.”

Their memories at the school also included a once-in-a-lifetime family meeting during Escobar’s graduation from the recertified steward program in 1998. Escobar had one daughter living in Colombia and another living in Buffalo, New York; he arranged to have the two girls meet for the first time at his graduation ceremony.

“Immediately, both girls started screaming each other’s names while running toward the stages,” Eglinton recalled. “There was not a dry eye in the place.”

Eglinton said he and his wife, Sharon, are still in touch with Escobar’s daughter Paula. He added they’ll be sure to let her know about the brick honoring her father in Piney Point.

“Maybe one day she would like to come and visit the school and see it with Luis’ grandson,” Eglinton said. “It would be a really touching thing.”

The late Recertified Steward Luis Escobar (right) smiles as his daughters meet in Piney Point, Md., in 1998.