



The

Seafarers Log

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

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



Guest speakers including AFL-CIO President Richard Trumka (at podium in photo above) recently addressed the executive board of the Maritime Trades Department near Orlando, Fla. Board members and other guests heard from representatives of the U.S. Military Sealift Command, U.S. Coast Guard, Obama administration, private maritime companies, trade unions and others. While many topics were covered, two common themes were that America's national and economic security depend on a strong U.S. Merchant Marine, and a middle-class resurgence won't be possible without a revitalized labor movement. Coverage starts on Page 3 and continues on Pages 9-13. Pictured from left in the photo with President Trumka are MTD VP Scott Winter, MTD President Michael Sacco (who also serves as SIU president) and MTD Executive Secretary-Treasurer Daniel Duncan.

Union Welcomes New Jobs as Navy Christens USNS Montford Point

More than 1,000 guests gathered March 2 at the General Dynamics NASSCO shipyard in San Diego for the christening of the *USNS Montford Point* (vessel shown in photo at right), the Navy's first mobile landing platform ship. Seafarers-contracted Ocean Ships, Inc. will operate the vessel. SIU VP Gulf Coast Dean Corgey (third from left in group photo below) joined Ocean Ships officials (from left) President Jim McGregor, CEO Joe Vaughan and VP Bob Sheen at the ceremony. Page 3.



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.

President's Report

Jones Act Report Validates Value

Our industry got a big, well-earned boost with the recent release of a Government Accountability Office study on the Jones Act and how that law affects Puerto Rico.

To the surprise of no one who actually believes in American-flag shipping, the study shot down claims by Jones Act critics who've alleged the law harms consumers and costs too much. On the contrary, the GAO – an independent, 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 practically 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 shipbuilding 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 domestic port to another be carried on vessels that are crewed, 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.

Make no mistake: The individuals and organizations who attack the Jones Act aren't interested in so-called free trade or helping consumers save a buck. They're interested in sinking the U.S. Merchant Marine, closing U.S. shipyards, and exporting our jobs overseas.

In this time of high unemployment with Americans calling upon their government officials to change laws that have permitted jobs to go overseas, altering the Jones Act to allow foreign companies to enter the Puerto Rican-U.S. market would adversely affect both the Puerto Rican and the American economies.

The Jones Act helps sustain nearly 500,000 American jobs and generates more than \$100 billion in annual economic output along with nearly \$11 billion in annual tax revenue. It helps maintain a pool of U.S. citizen seafarers who are available to sail on American military support ships anywhere around the world. And, as the GAO found, it doesn't harm consumers.

While that should add up to "case closed," we know the attacks will keep coming. Our industry will be ready, and we'll set the record straight as many times as needed.

Along those lines, we're fighting to maintain the Food for Peace program, as reported elsewhere on this page. This is another pillar of the U.S. Merchant Marine, also under attack by people who do not care about maintaining American maritime jobs – or U.S. farm jobs, for that matter. When I say we've been working on it practically 24/7, it's not much of an exaggeration.

This is a difficult fight, but we have strong support on both sides of the aisle and from the military. As with the Jones Act, Food for Peace helps sustain the American crews and American-flag ships that our country needs in times of conflict. It also helps our own economy and those of other nations while promoting goodwill across the globe.

At times it seems like these battles never end. For our members who have a few years behind them, these fights about the Jones Act and Food for Peace may seem like old news. Our attackers are like dogs trying to catch a car. They just won't give up. But we are up to the challenge, and we will commit every possible resource to protecting and promoting the U.S. Merchant Marine.



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

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

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, also known as Public Law 480, in your Fiscal Year 2014 budget request to Congress."

The senators, who are from all over the country, were responding to published reports that the Office of Management and Budget would be eliminating the multi-billion dollar program in favor of providing straight cash donations to nongovernmental organizations or the affected countries directly. In addition, Congress passed and the president signed a surface transportation bill last summer that reduced the percentage of food aid cargo that would be carried by U.S.-flag, U.S.-crewed vessels.

Also speaking out recently on behalf of the program were the Navy League of the United States and a key industry coalition, USA Maritime.

The Food for Peace Program has been a staple of American diplomacy since its inception in 1954, bringing American-grown grain and food products aboard U.S.-flag vessels to the world's hungry and afflicted. Besides helping people in need globally, it has provided steady employment for American farmers and merchant mariners, so they and their ships would be available to transport military cargo in times of crisis.

"Food for Peace provides economic benefits at home, stimulating our farm and transportation industries," stated the senators' letter of Feb. 20. "This program is important to American farmers and shippers and developing nations around the world."

Those signing the letter include Mark Pryor (D-Ark.), Roy Blunt (R-Missouri), Debbie Stabenow (D-Mich.), Thad Cochran (R-Miss.), Sherrod Brown (D-Ohio), Mary Landrieu (D-La.), Tom Harkin (D-Iowa), David Vitter (R-La.), Barbara Mikulski (D-Md.), John Boozman (R-Ark.), Al Franken (D-Minn.), Pat Roberts (R-Kan.), Tim Johnson (D-S.D.), Roger Wicker (R-Miss.), Jerry Moran (R-Kan.), John Hoeven (R-N.D.), Brian Schatz (D-Hawaii), Charles Schumer (D-N.Y.), Ron Wyden (D-Ore.), Mark Johannis (R-Neb.) and Frank Lautenberg (D-N.J.).

Navy League President Dale Lumme, writing to the head of the Office of Management and Budget on behalf of the organization's 48,000 members and 250 worldwide councils, stated, "We urge you to maintain the structure of and funding levels for the Food for Peace and Food for Progress programs.... These food aid cargo programs are necessary to maintain the commercial U.S. Merchant Marine and play an important role in American diplomacy."

He added, "Cancelling this vital program will significantly undermine the U.S.-flag Merchant Marine and have devastating impacts to 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 ensure the safe transportation of critical cargo anywhere in the world at any time – especially during times of war or national emergency."

Lumme also pointed out that the Food for Peace program helps maintain tens of thousands of American jobs in various sectors while generating almost \$2 billion in economic output.

Meanwhile, USA Maritime Chairman James Henry in late February issued a statement that read in part, "USA Maritime is deeply disappointed to learn that the Obama Administration is considering the elimination of our flagship international food donation programs, Food for Peace (PL 480) and Food for Progress. Since 1954, Food for Peace alone has benefited more than three billion people in 150 countries and is an important symbol of America's goodwill. Any move to eliminate these important U.S. commodity donation programs would be shortsighted, ineffective, and could ultimately jeopardize national security and merchant mariner jobs."

"Unlike other foreign aid programs, these time-tested programs do more than just send aid overseas," he continued. "Food for Peace is a point of pride for the 44,000 American farmers, shippers, processors, port workers, and merchant mariners whose jobs depend upon the program. Food for Peace is not just a hand-out. It's the sharing of American bounty and American know-how to help rescue those less fortunate from starvation and chronic food insecurity. By creating a uniquely sustainable public-private partnership among American faith-based organizations and charities, U.S. industry, and the U.S. government, Food for Peace leverages private and public resources to make a meaningful difference for millions of people in a way that government alone or cash handouts simply cannot."

Another consideration, Henry pointed out, is that the "same U.S. citizen mariners and U.S.-flag ships that deliver food aid under the Food for Peace program also provide vital transport capabilities for our troops. In fact, they delivered more than 90 percent of defense cargo to military posts in Iraq and Afghanistan. According to the Department of Defense, without the base of food aid cargoes to help sustain the commercial U.S.-flag fleet, we will not be able to sustain the national defense sealift capability our military needs without significant additional federal expenditures."

He concluded, "We all agree on the importance of reducing spending during these trying economic times, but the Food for Peace program has already been cut 35 percent since 2008 despite increased need among the most vulnerable populations in the world. Now is not the time to eliminate the most dependable tool we have to fight global hunger."

Jones Act Has No Role in Fuel Prices

One of the American maritime industry's most respected voices recently set the record straight on baseless accusations that the Jones Act somehow plays a role in bumping up the cost of gasoline in the U.S.

Retired U.S. Navy Vice Adm. Albert Herberger, who also served as U.S. maritime administrator and as the deputy commander of the U.S. Transportation Command, wrote an op-ed clearly explaining that the nation's freight cabotage law doesn't cause "pain at the pump."

In part, Herberger, who remains an industry spokesman, wrote, "The Jones Act is a long-standing U.S. maritime law that mandates the use of vessels that are American-crewed, -built and -owned to move cargo between two U.S. ports. The law is critical for American economic, national and homeland security, which is why it has enjoyed the support of the U.S. Navy, many members of Congress of both parties, and every president in modern history. It doesn't make sense to blame the American shipping industry in general, and the Jones Act in particular, for the spike in gasoline prices. The cost of shipping does not affect the price at the pump — the global market does."

"The overwhelming factor in the price of gasoline at the pump is the price of its main raw material — crude oil, the price of which is set in the global marketplace," he continued. "The cost of crude accounts



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

for about two-thirds of the price of gasoline. Data from the American Petroleum Institute show the price of crude oil has spiked over the past several months, which has led to the spike in gasoline prices."

The admiral added that basic supply and demand also affects the price at the pump, and while the reason for the spike in crude oil prices is complicated, "most experts believe an improving economy and demand in China has also driven the crude spike. According to the Energy In-

formation Administration, other factors also affect the price at the pump, including the value of the dollar, state and local taxes, geopolitical issues, decisions by OPEC, inflation and weather. The cost of transportation within the United States, however, is so insignificant as to have no effect on the price to consumers at the pump."

Also worth noting, Herberger wrote, is that the Jones Act "has proved efficient and has made significant contributions to the U.S. economy. Today, the maritime industry is the most economical and environmentally friendly form of domestic transportation, moving more than 1 billion tons of cargo annually at a fraction of the cost of other modes. It is no wonder that the domestic fleet governed by the Jones Act moves a quarter of the nation's freight for just 2 percent of the national freight bill. And despite false claims by critics, there is ample capacity in the U.S.-flag fleet to address changes in petroleum product markets as a result of Northeast refinery closures. A large American tank vessel fleet of modern and highly sophisticated vessels exists in this country to move petroleum products from the Gulf of Mexico to the Northeast."

"It is our hope that the gasoline prices come down as soon as possible. The U.S.-flag fleet stands ready to continue transporting fuel efficiently and effectively to meet America's energy needs."

MTD Speakers Draw Blueprint for Revitalization

Industry, Government, Military and Labor Leaders Push for Strong U.S. Fleet

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 affili-

ated unions representing 5 million members. The MTD also includes 21 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 Bertelli, 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 Buzby, 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 Stotz, 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



MTD President Michael Sacco (above) tells the board he is optimistic about labor's future. In the photo at right, board members and guests welcome a speaker (AFL-CIO President Richard Trumka).



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)

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 Buzby also was a featured speaker as more than 1,000 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 Ad-

ministrator Charles Bolden (a retired Marine major general), christened the vessel.

"Today we recognize the legacy of the Montford Point Marines with another pioneering 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 capabilities, will become the centerpiece of sea-basing, allowing the U.S. Navy to raise forward operations to a new level," said Buzby. "Wherever the call, whatever the need, USNS Montford Point will be part of the Navy's global force for good." 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, USMC



Rear Adm. Mark Buzby
Commander, MSC



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

Top-ranking union officials and agents from the union's 20 constitutionally established ports received a comprehensive briefing on the operational particulars of 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 (CHSi), 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, CHSi's 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 briefed those in attendance on 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).

Whitson told those present that utilizing the new clinic system will allow mariners to schedule the exams they need by following an eight step process. Medical exams are of two types (automated and approval required by the SHBP Medical Department) and are required at various frequencies. The medical exams are as follows:

Automated Exams

■ **Annual Physical Examination** – required no more than once annually, no sooner than 60 days prior to the expiration date of the previous annual exam

■ **New Member Physical Exam** – this is a one-time requirement and is necessary

only upon entry into the system

■ **U.S. Coast Guard Exam** – required once every two years unless the mariner is upgrading

■ **Interval Exam** – needed once every six months for deep sea members

■ **DOT/U.S. Coast Guard Drug Test** – needed once every six months (unless otherwise authorized by the SHBP Medical Department)

■ **Benzene Clearance** – mandatory no more than once annually, no sooner than 60 days prior to the expiration date of previous annual exam

■ **Steward Department Certification** – compulsory no more than once annually, no sooner than 60 days prior to the expiration date of the mariner's previous annual exam

■ **Unlicensed Apprentice Physical Exam** – Will become automated after initial HLSS notification of acceptance. Exam is required one time only upon entry into the system.

■ **Functional Capacity Evaluation** – required no more than once annually, no sooner than 60 days prior to expiration date of previous annual exam

Approval Required Exams

■ **Return to Duty Exam** – (repatriation, interval illness or injury, etc.) Required upon demand by 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

■ **Commercial Non-MSC Shots only** – required by job order and approved as necessary by the SHBP Medical Department

■ **ARC Exam** – approval required by ARC and SHBP Medical Department

■ **TB Screening only** – needed upon demand by SHBP Medical Department

Following are the steps that should be taken to schedule exams:

Step 1 – Ports (and eventually all mariners) order the exam type they need

Step 2 – CHSi receives exam request

Step 3 – CHSi schedules exams and notifies mariner of appointment date. All paperwork/lab kits are sent to the local clinics

Step 4 – CHSi network clinic performs



Kay Whitson
Program Manager
Comprehensive Health Services



Dean Charbonnet
Director, Technology Services
GCR, Inc.

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 specimens to 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 4

■ Jacksonville and Norfolk

Went online effective March 18

■ Tacoma, New York, Houston, Oakland, Piney Point and Ft. Lauderdale

■ **Went online effective March 25**

Algonac, Anchorage, Baltimore, Guam, Harvey, Honolulu, Joilet, 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.

Notice to Mariners

Don't Let Bad Timing

Cost You Employment

With the introduction of the new clinic services program, mariners should keep the following considerations in mind so that they don't miss out on any employment opportunities:

■ Since you can now get these services closer to your home, there is at least a three-day window to get into a clinic. The process to schedule an appointment takes longer since paperwork and lab materials have to be sent from the CHSi processing location directly to the clinics.

■ Some of the exam requests need Medical department approval which requires time to get accomplished. In addition, until you have been through the system the first time, there is an exchange of medical history which also requires time.

■ Immediate exams have almost been eliminated. This includes drug screens.

You can begin the process 60 days before the expiration of your current documents so start early. Be prepared because it takes more time now.

Reminder for Prospective Pensioners

Requirements Must Be Satisfied to Receive Benefits

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:

■ 5,475 days of covered employment under the Seafarers Health and Benefits Plan if retiring on a Normal Pension or Early Normal Pension

■ 4,380 days of covered employment under the Seafarers Health and Benefits Plan if retiring on a Disability Pension, and

■ At least 125 days of covered employment in the calendar year immediately

preceding the year in which participant becomes eligible for and applies for pension benefits.

Covered employment under the Seafarers Health and Benefits Plan does not include "Extra Service Credit" or "Supplemental Service" earned under the Seafarers Pension Plan. These days do not count for eligibility under the Seafarers Health and Benefits Plan. In addition, days for which a participant may receive more than one day's credit for one day worked and/or credit received for vacation days are not counted toward eligibility under the Seafarers Health and Benefits Plan.

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.

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 sunk allegations that the Jones Act is costly and inconvenient for those living there.

Conducted by the nonpartisan Government Accountability Office (GAO), the study found Puerto Rico's U.S. domestic container shipping fleet has not only provided top-notch service and reliability, but has also seen significant reductions in price 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 economy," 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, '[S]o many factors influence freight rates and product prices that the independent effect and associated economic costs of

the Jones Act cannot be determined.'"

AMP, whose affiliates include the SIU, is considered the most broad-based coalition ever assembled to represent the domestic maritime industry. Its 450-plus members span the country and include vessel owners and operators, shipboard and shore-side unions, shipbuilders and repair yards, equipment manufacturers and vendors, dredging and marine construction contractors, trade associations, other coalitions, pro-defense groups, and companies and organizations in other modes of domestic 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 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, 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.

"GAO's report confirmed that previous estimates of the so-called 'cost' of the Jones Act are not verifiable and cannot be proven," AMP said. "In many cases, GAO cited allegations against the American fleet despite admitting that the claims could not be validated or verified."

Conducted between October 2011 and February 2013, the study was the most comprehensive examination of the relationship 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 guarantee that shipping rates would go down further if the Jones Act were changed."

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

Statements by the U.S. Navy and other segments and supporters of the military have underscored just how important the law is to the country.

As the Navy League of the United States put it, "As a maritime nation, the United States depends not only on a strong Navy, Marine Corps and Coast Guard, it also requires a strong commercial maritime industry. The Jones Act must be maintained so that ... U.S. citizen mariners can continue to provide the economic and military support that is critical to our national interests."

In its statement, AMP said it was happy to see the GAO report highlight some of the important national security benefits of the Jones Act.

"In fact, the study quoted the Defense Department and the U.S. Maritime Administration as saying the contributions of American commercial shipyards are more important than ever as the number of new military vessels being constructed is reduced by federal budget cuts," AMP said. "American ship construction for Puerto Rico is important for national security because (according to GAO) it 'help[s] shipbuilders] sustain their operations, as well as helps them to retain a skilled workforce and supplier base. Absent new orders, that workforce could be put at risk."

Perez Picked for Labor Secretary

President Barack Obama has nominated Assistant Attorney General and former Maryland Labor chief Thomas Perez to be the next U.S. Secretary of Labor.

Perez, head of the Justice Department's Civil Rights Division, would replace Hilda Solis, who spent the last four years as Obama's labor secretary. Perez's confirmation would make him the only Latino in the president's second-term cabinet.

Born a son of immigrants with working-class roots, Perez was hailed by Obama as someone who understood 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 ladder of opportunity. He's the son of Dominican parents. He helped pay his way through college as a garbage collector and working at a warehouse. He went on to become the first lawyer in his family," Obama said during a March 18 nomination ceremony for Perez. "So his story reminds us of this country's promise, that if you're willing to work hard, it doesn't matter who you are, where you come from, what your last name is – you can make it if you try."

Obama's choice of Perez as the country's next labor secretary was met with praise from many in the labor community, including the AFL-CIO, to which the SIU is affiliated. In a statement following Perez's nomination, AFL-CIO President Richard Trumka said working men and women would be well-served by Perez as head of the Labor Department.

"Throughout his career, Perez has fought to level the playing field and create opportunities for working people, whether in the workplace, the marketplace or the voting booth," Trumka said. "At a time when our politics tilts

so heavily toward corporations and the very wealthy, our country needs leaders like Tom Perez to champion the cause of ordinary working people."

At the Justice Department, Perez cracked down on housing discrimination and hate crimes while also fighting employers who cheated workers out of wages and health care. Prior to that, he served as Maryland's secretary of labor, helping to implement the country's first statewide living-wage law.

Maryland Governor Martin O'Malley, who picked Perez in 2007 to head the Maryland Department of Labor, called him "a valuable and outstanding member" of the state's cabinet.

"I am confident that he will serve the American people well as the nation's economy continues a strong recovery," O'Malley said in a statement.

"Under his leadership in Maryland, he worked diligently to find innovative ways to protect our state's workforce in the toughest of times. From foreclosure protection to living-wage implementation to workforce development and skills training, Tom established an aggressive portfolio that helped Marylanders weather a changing new economy."

Perez, meanwhile, said he's eager to get to work.

"As you well know, our nation still faces critical economic challenges, and the department's mission is as important as ever," he said during his nomination ceremony. "I am confident that together with our partners in organized labor, the business community, grassroots communities, Republicans, Democrats, and Independents alike, we can keep making progress for all working families. I look forward to meeting with senators of both parties to discuss the Labor Department's key role – protecting and growing the middle class."



Thomas Perez
Labor Secretary Nominee



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), 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 construction and delivery of a vessel. They offer the first chance to operate the ship underway and test overall system performance prior to demonstration to Navy inspectors.

As previously reported, the Navy has ordered 10 JHSVs. The first four ships will be manned by federally employed civilian mariners, while the remaining six will be crewed by seafarers working for private operators under contract to the Military Sealift Command (MSC).

According to MSC, the Choctaw County's trials included operating the ship's propulsion 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. Maneuverability trials tested the ship's four steerable 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 JHSVs as "designed 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 operate in shallow-draft ports and waterways, interfacing with roll-on/roll-off discharge facilities, and on/off-loading a combat-loaded Abrams Main Battle Tank (M1A2). Other joint requirements include an aviation flight deck to support day and night aircraft launch and recovery operations."

Seafarers Support

Operation Deep Freeze



SIU members and AMO officers are pictured on the deck of the *Maersk Peary*.

SIU 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



The *Maersk Peary* (right) preps for a refueling with an icebreaker near the station.



Chief Cook Alberto Insong, Recertified Steward Tony Spain, SA Mark Keller

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**.



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

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.



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*.

Seafaring Father, Son Sail Together Again

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 30 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."

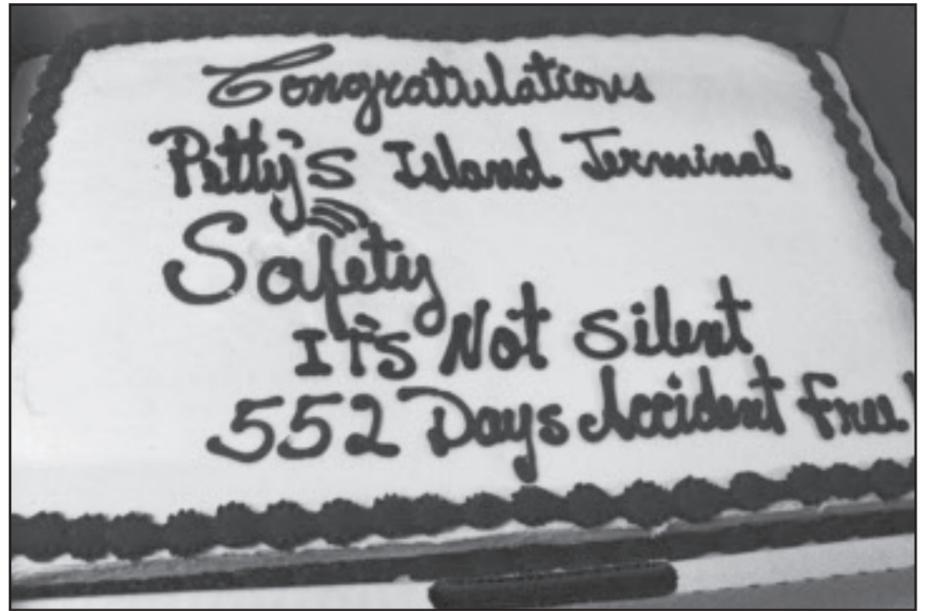
In addition to Smith, the crew included Chief Mate **David W. Keefe**, Chief Engineer **Robert A. Malouin**, AB **Marcus Huntley**, AB **Raymond A. Petterson**, and OS **Richard C. Smith**.



SIU boatmen employed by Crowley earned kudos for humanitarian actions.

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 Soresi and Philadelphia Port Agent Joe Baselice.



Acting Labor Secretary Harris Advocates View That Unions Are Key to Middle-Class Resurgence

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 a 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 paid 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 23 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 sentiment. In fact, he said that during his time as a union representative, what stood out is that the other reps (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 passion. They knew that livelihoods and jobs were hanging in the balance, and that families needed a strong labor movement."

That experience, along with working directly with members, "inspired me to devote my career to the cause that we all believe in and the values we all share," Harris told the

board and guests, including several high-ranking executives from U.S. businesses. "And that is the simple idea that American families should be able to get good jobs; they should be paid a living wage; they should have a voice in their workplaces; they should arrive home safe and healthy after the job is done."

He said the Obama administration shares those commitments and strongly believes the economy must be strengthened "from the middle out."

Echoing an outline from the most recent State of the Union address, Harris said that we as a nation "have to attract more jobs to our shores, equip people with skills to do those jobs, and make sure that hard work leads to a decent, living wage. The unions and employers in this room have been models that we can rely on for answers."

He said America can't afford to offer corporate tax incentives to move jobs overseas. In fact, he said U.S. tax laws should reward companies that bring back jobs to America and expand hiring here at home.

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 has cited the importance of partnerships between the trainers and employers. Here, Harris said, the maritime industry, along with the building trades and metal trades, "offer a model for other industries. From the (SIU-affiliated) Paul Hall Center at Piney Point (Md.) to the apprenticeship programs that we find all across our country, we see labor and management and skills trainers and job-seekers coming together to build pathways into good middle-class jobs. The employers work with the train-



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.

ers to define the competencies that workers will need. The unions and the employers agree how they'll fund the training and find on-the-job training opportunities. The unions and the trainers test the curriculums, they build the programs, and they recruit the workers. And the workers devote themselves to learning the skills they'll need to lead to new jobs."

He has been visiting community colleges across the U.S. that are trying to build programs "that look very much like what you would find at Piney Point or any of the training facilities or apprentice programs run by the organizations in this room."

Once a job is secured, Harris said, union representation can help ensure fairness for all concerned.

He then addressed the administration's push to boost the minimum wage and to index it to the cost of living. Harris pointed out that contrary to conventional wisdom, the vast majority (80 percent) of minimum-wage earners are not teenagers. "They live life one setback away from disaster."

In his travels, Harris said he has met a number of minimum-wage workers, and without exception they are hard workers just trying to do their best and make ends meet.



Rear Adm. Mark Buzby, SIU VP Gov't. Services Kermet Mangram



SIU Exec. VP Augie Tellez, Rear Adm. Joseph Servidio, SIU Sec.-Treas. David Heindel

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).

Buzby 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-crewed *USNS 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 owe it to 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."

Responding to pundits who have said the Defense Department should be able to handle the billions of dollars of cuts with minimal difficulty, Buzby 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, Buzby described spending four days aboard the *Spearhead*, the first in a planned fleet of 10 JHSVs. 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 Buzby completes his tour as MSC commander.

Servidio's wide-ranging responsibilities at the Coast

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'It's Up to Us to Make It Happen'

The blueprint for strengthening the labor movement isn't simple and the task won't be easy, but history and solidarity prove it can be done.

AFL-CIO President Richard Trumka, a longtime friend of the SIU, delivered that 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 difficult times 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 boatmen.

"We sealed our friendship" at that time, Trumka noted, by supporting each other's efforts. "Solidarity is a remarkable thing," he continued. "You can't put it on a scale to weigh it. You can't measure it in board feet. It can seem contradictory: The harder it is to do, the more powerful it gets. And when it really gets rolling, solidarity – true solidarity – can come out the winner in any contest, and in the process it makes everybody stronger."

"Mike and I have been through a lot together. We know the meaning of true solidarity."

The federation president said labor history is "instructive, and all of us can learn from the past. History helps us gain context for the present. And we can take those lessons and use them to shape a strong vision for the future."

Trumka also talked about the recently

released government report on union membership that showed a decline in 2012. He said he worries both about those members who lost work and about their families.

"Those numbers are no accident, but the result of sustained effort by our opponents, who want to crush the futures of our members and silence our voices," he explained. "The lives and livelihoods of real people are at stake. The loss of those members also endangers the institutions of the labor movement. Our unions have fewer resources to put into political battles, to lobby for working families on Capitol Hill, to bargain contracts and to organize new workplaces."

"The loss of those members makes it harder to mobilize and win the things your members need and what America needs. I'm talking about fighting against the flags-of-convenience. I'm talking about cracking down on piracy – and I'm glad to say that struggle 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 inquire about 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 move-



AFL-CIO President Richard Trumka

ment. That's what the United Mine Workers did under John L. Lewis, with the organizing committees that built the great unions of the CIO: the Steelworkers, the Communications Workers and so many others. The growth of unions in the 1930s, 1940s and 1950s didn't come about by accident but as a result of hard work, of creative and relentless work. We need to do the same thing today. And, to realize that vision, we need courage and a belief that the impossible can be pos-

sible. We need a serious and appraising eye, and the absolutely certain belief that every worker – every single worker – deserves a voice on the job and a chance to improve his or her life through collective action. America needs that now, today.

"My friends, ours is an important job, a sacred responsibility. It's time for us to stop wishing the world were different. It's time to make it different.... We will climb this hill and we will win – together!"

Hawaii Governor: 'We Can Win This Thing'

Labor's agenda is good for America, but the only way to enact it is by electing politicians who'll support working families, said a longtime SIU ally.

Hawaii Governor Neil Abercrombie stressed the ongoing need for grassroots political action and also covered other key topics when he kicked off the Maritime Trades Department, AFL-CIO executive board meetings Feb. 21 near Orlando, Fla. Always a favorite speaker at MTD gatherings, the former congressman told board members and guests that next year's congressional campaigns have already begun – and that organized labor must be active in them.

Abercrombie credited the labor movement for last year's get-out-the-vote efforts, including a massively successful online voter registration drive in California. He said unions and other labor organizations also did a good job getting younger voters to the polls – their numbers were up significantly compared to the previous election.

As those in the movement well know, however, the struggle never ends, and Abercrombie said it's not too soon to focus on the 2014 U.S. House of Representatives races. He said that while maritime is a bipartisan issue, it's important to put a pro-worker majority in power.

"If we do it, then we can begin to put the agenda of the Maritime Trades into action," he stated. "We've got these values that have sustained the labor movement throughout its entire existence. They're at stake right now. The next campaign is already under way. We've got to find those candidates that are going to be representative of the values that your membership expects you to stand up for – expects us to stand up for. It can be done."

"Labor has always been about solidarity: One for all and all for one," he continued. "An injury to one is an injury to all. 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."

Electing pro-worker candidates is just one step, however. The governor said Congress' workings have become "totally dysfunctional."



Hawaii Gov. Neil Abercrombie

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 [doesn't reflect] a prosperous, working middle class," he said. "Real income is stagnant or declining for millions. This is America! How can that be?"

He reminded everyone that America can overcome these challenges. We had a balanced budget during the Clinton administration and were debating whether to pay off the national debt, he recalled, pointing out those days aren't ancient history.

Abercrombie also spoke highly of project labor agreements, and cited current construction of housing for military families as an example of how PLAs provide benefits. That housing in part is a result of bipartisan efforts that Abercrombie helped spearhead. Within the program, every single house is union-built, and every one (there are thousands) "has come in under budget and ahead of schedule."

Using his state as an example, Abercrombie said that many politicians and pundits have erroneously ascribed the nation's economic woes to too much government spending.

"We need productive domestic investment," he explained, adding the problem isn't too much spending, but rather "not investing in ourselves." He said Hawaii is a good example of how it can and should work: Employment there is up, interest rates are down.

"The prosperity is going up because we're investing in our own people and our own infrastructure, and that's what needs to be done. And you have to put people into office that are going to understand that."

Finally, to those who would say labor's work is done and unions aren't needed, he asserted, "We need them now more than ever before."

Executives Agree, Jones Act Vital for America

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 operates 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 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) are also important to the U.S. military."

He said that although 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 PricewaterhouseCoopers 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 outsource 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 various 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



Donald Dame
General Dynamics NASSCO VP



Matthew Cox
Matson President/CEO

yards and shipping companies. Furthermore, it would limit U.S. Merchant Mariner employment to MSC (the Military Sealift Command)."

He stressed the importance of the entire industry actively supporting pro-Jones Act representatives at every level of government, and also called for developing a national transportation policy, led by the Department of Transportation, that includes adequately funding the Title XI loan guarantee program while streamlining the application process.

"The U.S. cannot expect to be a global power without the ability to build the breadth of naval ships it requires," Dame added. "In time, this ability will be lost without commercial shipbuilding to share the costs and develop new technologies. Preserving both commercial and naval shipbuilding will require a shared, concentrated effort by government and industry and labor

to develop a national policy that prioritizes shipbuilding.

"As the Brits have found," he continued, "there is an inflection point in the industry where the ability to build certain ships no longer exists. I would argue that we are on the path to that point. While the fate of shipbuilding in the UK may already be written, it is not too late for the U.S." (He mentioned that the UK recently turned to a foreign yard to build four ships for defense purposes, due to a lack of domestic resources.)

Dame wrapped up his talk with a quote from author and political scientist George 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."

Officers Give Mariners Thumbs Up

Continued from Page 9

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

He covered three main topics in his speech: 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.

Servidio 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 off on 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 significant 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, Ser-

vidio thanked maritime labor for providing valuable feedback that helped the agency avoid hastily issuing new regulations. Nevertheless, the amendments "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."

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 seafarer 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 instrumental 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."

Union Officials Update Board on Campaigns



Secretary-Treasurers from two MTD affiliates – Steve Bertelli (left) of the Bakery, Confectionery, Tobacco Workers and Grain Millers, and Dan Kane (right) of the United Mine Workers – updated the executive board on critical campaigns involving their respective unions. Bertelli discussed the Hostess bankruptcy and what his union is doing to support members who worked for the company, while Kane explained how the Mine Workers are fighting back against attempts by Patriot Coal to squirm out of its obligations to members and retirees. The board unanimously approved statements fully backing both unions' efforts.

2013 AFL-CIO Maritime Trades Department Executive Board Meeting



Ron Ault
President
Metal Trades
Department



Joseph Nigro
President
SMART



Robert Scardelletti
President
TCU



James Callahan
President
Operating Engineers



Tom Bethel
President
AMO



Mike Jewell
President
MEBA



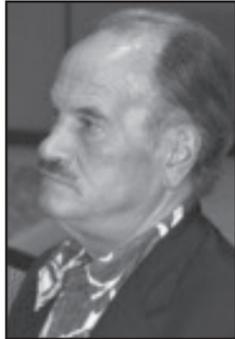
Michel Desjardins
President
SIU of Canada

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.



Gunnar Lundeberg
President
SUP



Anthony Poplawski
President
MFOW



Walter Wise
President
Iron Workers



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



Ron Krochmalny
President
Michigan Maritime
Trades Port Council



Lynn Tucker
General VP
Machinists



Ken Rigmaiden
Exec. General VP
Painters



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.



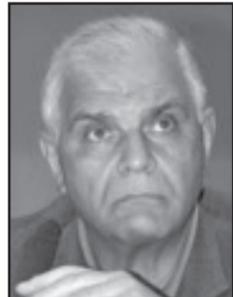
Warren Fairley
International VP
Boilermakers



Bernard Hostein
Asst. to President
Steelworkers



Ralph Maly
Vice President
CWA



Joseph Condo
International VP
TCU



Daniel Duncan
Exec. Secretary-
Treasurer
MTD



Scott Winter
Vice President
MTD



Desiree Gralewicz
Secretary-Treasurer
SIU of Canada



Brian Bryant
Chief of Staff to VP
Machinists



Sito Pantoja
General VP
Machinists



Morris Harvey
President
American Merchant
Marine Veterans



Brian Schoeneman
Legislative Director
SIU



George Tricker
VP Contracts
SIU



Dean Corgey
VP Gulf Coast
SIU



Nick Marrone
VP West Coast
SIU



Tom Orzechowski
VP Great Lakes
SIU



Joseph Soresi
VP Atlantic Coast
SIU



Don Nolan
Vice President
Paul Hall Center



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



John Baker
President
Cleveland Port
Maritime Council



ITF Official Describes Challenges, Opportunities

Pointing to recent successes and big developments on the horizon, Acting International Transport Workers' Federation General Secretary Steve Cotton said the coming months and years will be ripe with opportunity for the international labor movement.

"The world is changing," Cotton said during a speech to the Maritime Trades Department, AFL-CIO executive board meeting near Orlando, Fla., on Feb. 21. "We have a responsibility ... to challenge ourselves to deliver a brighter future for working men and women."

Cotton singled out piracy, the upcoming implementation of the Maritime Labor Convention, 2006 (MLC) and the changing face of the ITF as where the challenges and opportunities lie. Much can be done, he added, if the international labor community continues to work together.

Concerning piracy, Cotton spoke of the recent drop in Somali pirate attacks, while adding the ITF and its allies would continue to fight back where the threat remains.

"Yes, the situation is changing on the Indian Ocean, but there are still many people in the world looking to use piracy as an opportunity to make a fast buck and using seafarers as hostages for that money," he said. "The battle goes on with piracy and we have to continue responding to the issue."

Part of that response is being led by the ITF Seafarers Trust, whose trustees are chaired by SIU Secretary-Treasurer David Heindel. The trust has contributed more than \$1.4 million to help piracy victims

and their families.

"It helps the families of seafarers when their loved ones are being held hostage, but it also helps the seafarers when they return home to come to terms with life after being held in captivity," Cotton said. "There's a lot of good work being done there. We've challenged the industry to put (more) money in the pot to treat them."

As for the upcoming implementation of the MLC, Cotton said the convention will not only improve mariners' rights around the world, but could also help those seafarers advance their standard of living. The MLC is set for implementation in August 2013 and is widely considered a "bill of rights" for seafarers, providing minimum workplace standards for mariners worldwide.

"The Maritime Labor Convention is a convention to protect everybody, particularly those who don't have union agreements. But we in the ITF don't feel it's just legislation," Cotton said. "We believe it should be used as a mighty weapon to raise standards, irrespective of flag."

He added that every ITF inspector has been given training on the convention by the International Labor Organization.

"And they'll be using every part of that legislation to make sure seafarers receive protections similar to those working under collective bargaining agreements," Cotton said as applause filled the room.

As the international labor climate continues to change, Cotton said the opportunities for organizing and expansion could only grow. He used the story Shwe Aung, an ITF inspector for the SIU, to illustrate



International solidarity was evident at the meeting, including among (from left) Acting ITF General Secretary Steve Cotton, ITF 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.

the way the international community works together to achieve common goals.

Years ago, after being blacklisted in his home country of Burma for pro-union activities, Aung journeyed first to Venezuela and Brazil and then made his way to Texas to apply for asylum. For Aung, returning to anti-union Burma at the time would have likely resulted in prison.

Thanks to help from the ITF and SIU, Aung was granted asylum and has worked in Texas ever since. But with Burma undergoing political changes that once again

allow for union activities, Aung has the opportunity to periodically return home and organize his fellow countrymen.

Situations like that, Cotton said, illustrate how important it is for the international labor community to work together and how things could continue to improve.

"It's the epitome of what the ITF is all about," he said.

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

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 measly returns.

"I get the opportunity to say, 'no, quite frankly it's the contrary,'" Stotz said during a speech Feb. 22 at 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 undertakings 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, thousands 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."

Pointing 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 trillion sitting in public and private union 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.



Michael Stotz, President AFL-CIO Investment Trust Corp.

Sportsmen's Alliance Affords Various Events for Unions' Outdoor Enthusiasts

With millions of union 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 people realize. Formed a little over five years ago to advance causes 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 of the USA members. "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 show residents the value of union workers. The result, Myers said, has been more outdoor offerings and a public that better understands the role union workers play in their communities.

"They're empowering outdoors men 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 outdoors men and women," Myers said.

He added the strong link between union workers and the outdoors was not much of a surprise

– more than 6 million of the 13 million active 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 would likely not have the opportunity to enjoy those activities in the first place.

"However they enjoy the outdoors, their union plays a 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 sportsmen and women to ... have the opportunity to pursue their outdoor passions."

Thanks 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 good 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.



Union Sportsmen's Alliance Executive Director Fred Myers



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- 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



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."

Personals

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 Delta C-2, *S.S. Del Valle*, and a T-2 stretched out to about 600 feet called the *S.S. Producer*. The *Producer* was renamed *American Rice*.

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, #110, Seattle, WA 98199.

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

Piney Point.....	Monday: May 6, June 3
Algonac.....	Friday: May 10, June 7
Baltimore.....	Thursday: May 9, June 6
Guam.....	Thursday: May 23, June 20
Honolulu.....	Friday: May 17, June 14
Houston.....	Monday: May 13, June 10
Jacksonville.....	Thursday: May 9, June 6
Joliet.....	Thursday: May 16, June 13
Mobile.....	Wednesday: May 15, June 12
New Orleans.....	Tuesday: May 14, June 11
New York.....	Tuesday: May 7, June 4
Norfolk.....	Thursday: May 9, June 6
Oakland.....	Thursday: May 16, June 13
Philadelphia.....	Wednesday: May 8, June 5
Port Everglades.....	Thursday: May 16, June 13
San Juan.....	Thursday: May 9, June 6
St. Louis.....	Friday: May 17, June 14
Tacoma.....	Friday: May 24, June 21
Wilmington.....	Monday: May 20, June 17

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

Dispatchers' Report for Deep Sea

February 12, 2013 - March 15, 2013

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	16	6	3	24	11	3	0	23	18	3
Anchorage	2	1	1	1	0	0	0	6	4	4
Baltimore	11	5	0	9	3	0	1	6	7	2
Fort Lauderdale	12	10	2	11	11	3	7	25	17	6
Guam	3	3	0	3	3	0	0	5	7	2
Honolulu	7	7	1	3	3	0	2	20	8	1
Houston	58	12	3	41	6	5	21	83	24	4
Jacksonville	49	38	3	23	13	1	9	74	41	2
Joliet	11	4	3	11	5	1	1	9	8	4
Mobile	8	6	2	16	5	2	4	17	6	1
New Orleans	17	7	3	15	3	0	6	18	5	4
New York	51	26	2	48	7	0	18	68	44	6
Norfolk	17	25	4	14	12	1	4	28	44	13
Oakland	26	8	1	17	5	1	10	44	11	3
Philadelphia	5	3	1	3	1	0	1	12	5	1
Piney Point	2	2	0	3	0	0	1	0	3	0
Puerto Rico	13	6	1	8	2	1	2	12	16	7
Tacoma	42	16	6	33	8	3	8	66	30	3
St. Louis	2	1	1	2	1	1	0	7	5	2
Wilmington	35	21	4	30	16	1	17	82	47	6
TOTALS	387	207	41	315	115	23	112	605	350	74
Engine Department										
Algonac	2	7	1	8	4	2	0	3	11	3
Anchorage	0	2	0	1	2	0	1	1	1	0
Baltimore	5	3	1	5	4	1	3	7	5	2
Fort Lauderdale	6	7	4	8	1	2	2	14	7	3
Guam	0	1	0	3	0	0	0	1	1	0
Honolulu	7	4	0	7	1	0	2	17	9	0
Houston	16	15	2	26	10	1	10	33	15	3
Jacksonville	19	14	2	18	7	0	2	45	26	6
Joliet	3	1	0	7	4	0	0	3	3	1
Mobile	5	1	1	8	2	1	0	10	2	0
New Orleans	6	2	0	5	2	0	3	4	4	0
New York	15	9	0	12	9	1	5	26	19	7
Norfolk	10	20	0	7	16	1	4	24	30	0
Oakland	10	10	3	7	3	1	3	16	11	4
Philadelphia	5	3	0	2	1	0	0	7	5	1
Piney Point	2	2	1	1	0	1	0	3	5	0
Puerto Rico	2	6	0	1	4	0	2	3	15	1
Tacoma	18	10	1	11	3	0	4	26	17	2
St. Louis	2	1	0	2	2	0	0	2	1	1
Wilmington	25	16	2	9	8	0	3	33	28	8
TOTALS	158	134	18	148	83	11	44	278	215	42
Steward Department										
Algonac	4	2	1	2	4	3	0	9	4	0
Anchorage	0	0	0	0	1	0	0	0	2	0
Baltimore	5	1	0	3	2	0	1	8	0	0
Fort Lauderdale	12	6	1	10	1	1	4	13	6	4
Guam	1	2	0	2	2	0	0	3	2	0
Honolulu	16	2	0	6	1	0	0	24	3	0
Houston	16	6	1	7	7	0	3	31	9	2
Jacksonville	26	8	1	19	8	0	12	33	11	2
Joliet	2	0	2	1	1	0	0	3	3	2
Mobile	5	4	1	6	1	1	1	9	2	3
New Orleans	7	1	1	5	0	1	1	8	2	0
New York	22	8	0	15	4	0	5	30	13	0
Norfolk	12	8	3	7	6	2	6	16	16	3
Oakland	17	3	0	12	1	0	6	26	4	2
Philadelphia	3	0	1	2	0	0	0	3	0	1
Piney Point	5	2	0	7	3	0	0	2	2	0
Puerto Rico	2	3	0	1	1	0	1	5	3	0
Tacoma	18	5	0	16	2	0	4	27	7	2
St. Louis	3	1	0	2	1	0	1	4	2	0
Wilmington	28	6	0	23	1	0	9	58	6	1
TOTALS	204	68	12	146	47	8	54	312	97	22
Entry Other										
Algonac	4	10	6	2	19	1	0	4	19	18
Anchorage	0	3	0	0	0	0	0	0	3	0
Baltimore	0	6	0	0	4	1	0	0	2	0
Fort Lauderdale	0	7	5	0	8	0	3	0	8	5
Guam	0	2	0	0	1	0	0	0	0	1
Honolulu	3	8	8	4	3	4	1	4	13	15
Houston	4	9	6	1	6	3	2	7	18	6
Jacksonville	4	12	16	3	6	5	2	5	19	26
Joliet	2	7	3	2	9	0	0	1	1	3
Mobile	1	3	1	0	4	0	0	2	2	2
New Orleans	3	3	2	1	0	0	0	3	5	3
New York	4	26	14	6	10	2	1	12	43	32
Norfolk	0	13	31	0	6	14	0	1	29	40
Oakland	4	12	4	2	11	0	1	6	16	13
Philadelphia	0	1	1	0	0	0	0	1	2	3
Piney Point	0	1	1	0	0	0	0	0	4	2
Puerto Rico	2	0	0	0	0	0	0	2	0	3
Tacoma	9	8	4	6	7	3	3	14	10	10
St. Louis	0	0	0	0	0	0	0	0	1	0
Wilmington	7	17	14	3	3	1	0	12	45	43
TOTALS	47	148	116	30	97	34	13	74	240	225
GRAND TOTAL:	796	557	187	639	342	76	223	1,269	902	363

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

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

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

**Kermett Mangram,
Vice President Government Services**



HEADQUARTERS

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(301) 899-0675

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was answered by 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 ca-

maraderie with the guys. We have a lot of fun. It's hard work sometimes, but it's a lot of fun.



Damien Bautista
QMED

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.

Ryan Papa
Wiper

(At sea) I miss

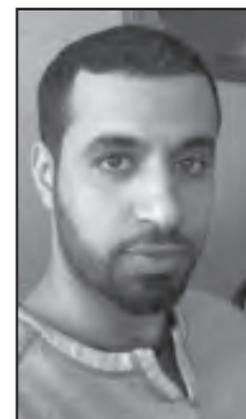
having the high-speed Internet. You don't really get much of that at sea. I usually try to get what I can from the Internet before (shipping out) so I can take it out with me. (At home) I miss getting paid and keeping my mind busy. Work is work anyway you look at it, but I like the mental challenge.

I miss being with them and being on land. When I'm at home I start missing work after some time. You've got this gap afterward. You always have to make an adjustment during the first couple of weeks. Whether you're first getting on the ship or whether you're just getting home, you've got to make that adjustment.



Salah Saleh
GUDE

(At sea) I miss my family. I like going out with them and



Pic-From-The-Past



Seafarers gather at the New York hall for a membership meeting in early 1947. The union's headquarters was located in New York until 1982.

If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, please send it to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to webmaster@seafarers.org

Welcome Ashore

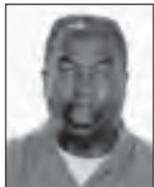
Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



DEEP SEA

FRANKLIN BANDOH

Brother Franklin Bandoh, 68, was born in Ghana. He became an SIU member during the 2001 merger with the National Maritime Union. Brother Bandoh sailed in the steward department. In 2001, he attended classes at the Paul Hall Center in Piney Point, Md. Brother Bandoh's most recent ship was the *Lt. Col. Calvin P. Titus*. He settled in Houston.



REYNALDO DIMACALE

Brother Reynaldo Dimacale, 64, joined the union in 1980. He initially shipped on the *Bay Ridge*. Brother Dimacale sailed in the deck department and upgraded on numerous occasions at the Piney Point school. He is a native of Manila, Philippines. Brother Dimacale most recently sailed aboard the *Oakland*. Ha calls San Leandro, Calif., home.



NANCY HEYDEN

Sister Nancy Heyden, 59, signed on with the Seafarers in 1982. Her first trip was aboard the *Independence*; her last was on the *Overseas Luxmar*. Sister Heyden frequently upgraded at the maritime training center in Piney Point, Md. The former steward department member lives in Houston.

MILTON ISRAEL

Brother Milton Israel, 63, became a union member in 1968. He first worked on the *Monticello* as an engine department member. Brother Israel took advantage of educational opportunities at the Piney Point school. His most recent vessel was the *Eagle*. Brother Israel makes his home in Jacksonville, Fla.



MICHAEL LANDESS

Brother Michael Landess, 64, joined the SIU ranks in 2000. His earliest trip was aboard an OLS Transport Limited vessel. Brother Landess was born in Pittsfield, Ill. He sailed in both the steward and deck departments. Brother Landess enhanced his skills in 2008 at the Piney Point school. He most recently sailed on the *ATB Brownsville*. 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 *USNS Vindicator*. 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 *USNS Pathfinder*. He calls Panama City, Fla., home.



GUADALUPE PASTOR

Brother Guadalupe Pastor, 66, signed on with the SIU in 2000 while in the port of New York. As a member of steward department, Brother Pastor 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 Pastor's last trip was aboard the *2nd Lt. John Paul Bobo*. He is a resident of Bronx, N.Y.



MANUEL PENA

Brother Manuel Pena, 65, was born in Spain. He joined the SIU in 2001 as the NMU merged into the Seafarers International Union. His most recent trip was aboard the *Freedom*. Brother Pena, a member of the deck department, enhanced his skills on three occasions at the SIU-affiliated school in Piney Point, Md. He lives in Houston.



EROWIN UDAN

Brother Erowin Udan, 51, became a union member in 1985 while in the port of Honolulu. He first worked on the *Constitution* as a deck department member. Brother Udan took advantage of educational opportunities at the Piney Point school. His final vessel was the *Green Cove*. Brother Udan makes his home in Waipahu, Hawaii.



INLAND

GEORGE COX

Brother George Cox, 55, donned the SIU colors in 1979 in Wilmington, Calif. He worked with Crowley Towing & Transportation of Wilmington for the duration of his career.



JAMES GATES

Brother James Gates, 64, started shipping with the union in 1971 while in Baltimore. He first sailed on the *Gulf Atlantic*. Brother Gates last sailed with Moran Towing of Maryland. He is a resident of Grass Valley, Calif.



OTTO HEBERT

Brother Otto Hebert, 62, began sailing with the SIU in 1974. He initially sailed with Inland Tugs. Brother Hebert worked in the deck department. He was last employed on the *Boomtoun*. Brother Hebert calls Terrytown, La., home.



JOHN O'NEAL

Brother John O'Neal, 60, joined the SIU ranks in 1990 while in the port of Jacksonville. His earliest trip to sea was on the *USNS Wilkes*. Brother O'Neal upgraded in 2000 at the Paul Hall Center. His most recent trip was with Crowley Towing & Transportation of

Brother Cox worked in both the engine and deck departments. He attended classes often at the Paul Hall Center. Brother Cox resides in Cathedral City, Calif.

Jacksonville. The deck department member lives in Jacksonville, Fla.

PEDRO REYES

Brother Pedro Reyes, 63, became a union member in 1977. He originally worked aboard the *San Juan*. Brother Reyes is a native of Puerto Rico. He sailed in the deck department. Brother Reyes' most recent trip was with Crowley Puerto Rico Services. He settled in San Juan.

CHARLES RICHARD

Brother Charles Richard, 49, signed on with the union in 1982. He primarily sailed in the engine department of vessels operated by Crescent Towing of New Orleans. Brother Richard makes his home in Terrytown, La.

HENRY TULEWICZ

Brother Henry Tulewicz, 62, donned the SIU colors in 1966 while in the port of Philadelphia. He first sailed with Meyle Towing Company. Brother Tulewicz was born in Pennsylvania. He was most recently employed with Taylor Marine Towing Company. Brother Tulewicz is a resident of Clementon, N.J.

GREAT LAKES

ALBERT BRZEZINSKI

Brother Albert Brzezinski, 61, started his SIU career in 1977. The Pennsylvania native initially shipped on the *Saginaw Bay*. In 2007, Brother Brzezinski attended classes at



the Piney Point school. The deck department member's most recent trip was aboard the *American Mariner*. Brother Brzezinski settled in Rogers City, Mich.

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 NMU in 1978. He is a native of Colorado. Brother Casson last worked aboard the *Cape Horn*. He now calls Bremerton, Wash., home.



FRANCIS ETTNER

Brother Francis Ettner, 65, became an NMU member in 1967. His final trip was on the *Sohio Intrepid*. Brother Ettner was born in Illinois and now makes his home in Midland, Texas.



This Month In SIU History

Editor's note: The following items are reprinted from previous 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 cooperation between the various districts which hold the promise of great gains for the union during the difficult days which lie ahead. Among the important decisions reached by the conference was to establish equal shipping rights for all SIU-SUP members on all coasts; to reduce the transfer fees from district to district; to demand revision of the so-called "Seamen's Bill of Rights;" and to establish more efficient inter-district machinery to handle strikes and lockouts.

1963

The SIU-manned *Floridian* became the first U.S. merchant ship fired on by Cuban jets when she was attacked about 50 miles north of Cuba. The 2,200-ton *Floridian* was strafed by two Russian-built MIG aircraft while returning from Puerto Rico on her weekly run. Circling the ship for 20 minutes, the jets alternately buzzed and fired machine gun bursts across the ship's bow and stern. None of the shots hit the ship, and no one was injured. The attack came in the same water between Cuba and Florida where, on Feb. 20, Cuban-based MIGS

fired rockets at the American shrimp boat *Ala*.

1965

The SIU told a subcommittee of the Joint Economic Committee recently that the costs to the government of shipping government-generated cargoes could be substantially reduced by building new American-flag bulk carriers which would be able to carry these at lower rates and still operate profitably. The Subcommittee on Federal Procurement and Regulation, headed by Senator Paul H. Douglas of Illinois, has been holding hearings on ocean freight rates in an attempt to determine if the government is paying excessively high rates for government-generated cargoes and if these rates have an inflationary impact on commercial rates. The SIU's statement was submitted for inclusion in the subcommittee's record.

1968

As a result of vigorous protests by the SIU and management officials of the unsubsidized sector of the United States merchant marine, the Maritime Administration has set slightly higher – but still inadequate – guideline rate ceilings for U.S.-flag vessels carrying full loads of government-sponsored cargoes effective Jan. 1. The main objection of the SIU and the industry to MARAD's method of establishing ceilings for the so-called 50-50 cargo rates has been that they discriminate against the more efficient intermediate-sized vessels – those between 15-500 tons and 39,999 tons – and cater to higher-cost smaller ships.

Final Departures



DEEP SEA

MACK CARRUTHERS

Pensioner Mack Carruthers, 89, died September 20. Brother Carruthers started sailing with the Marine Cooks & Stewards in 1978. He initially worked aboard the *President Madison*. Brother Carruthers was born in Memphis, Tenn. The steward department member last shipped on the *Philadelphia*. Brother Carruthers retired in 1988 and settled in Seattle.

ROBERT GORBEA

Pensioner Robert Gorbea, 82, passed away August 27. Born in Brooklyn, N.Y., Brother Gorbea joined the union in 1951. He first sailed aboard the *Seatrains Texas*. Brother Gorbea was a deck department member. Prior to his retirement in 1995, he shipped on the *Elizabeth*. Brother Gorbea continued to call New York home.



STANLEY JANDORA

Pensioner Stanley Jandora, 95, died September 27. Brother Jandora became an SIU member in 1944. He sailed aboard the *Steel Apprentice* early in his career. Brother Jandora was born in New Jersey and worked in the deck department. His final trip was on the *Wilson* in 2004. Brother Jandora made his home in Tinton Falls, N.J.



CURTIS LANG

Pensioner Curtis Lang, 80, 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 engine department. He last worked on the *Quality*. Brother Lang continued to reside in his native state, Florida.



JOSEPH STANTON

Pensioner Joseph Stanton, 80, 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 *Ft. Hoskins*. His final ship was the *USNS Wright*. Brother Stanton became a pensioner in 1991. He was a



resident of Pennsylvania.

INLAND

EUGENE BRADSHAW

Pensioner Eugene Bradshaw, 75, passed away August 26. Brother Bradshaw signed on with the SIU in 1979. His earliest trip was with Stc. Holly S Company. Brother Bradshaw was born in Virginia. Before his retirement in 1999, he worked for Piney Point Transportation. Brother Bradshaw lived in Onley, Va.

HARRY WROTEN

Pensioner Harry Wroten, 100, died September 24. Brother Wroten was a Virginia native. He joined the union in 1962 and sailed with McAllister Towing of Virginia for the duration of his career. Brother Wroten 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 shipping 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. McCarthy*. He retired in 2009 and made his home in Superior, Wis.

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

VICTOR ALCOCER

Pensioner Victor Alcocer, 87, died September 29. Brother Alcocer was born in Houston. He went on pension in 1987. Brother Alcocer made his home in Spring, Texas.

GUILLERMO BASTIAN

Pensioner Guillermo Bastian, 86, passed away August 18. Brother Bastian, a native of Puerto Rico, started collecting his retirement compensation in 1973. He continued to live in Puerto Rico.

ANTONIO BERNAL

Pensioner Antonio Bernal, 89, died September 7. Born in Spain, Brother Bernal became a pensioner in 1986. He called Miami home.

ARNOLD BROWN

Pensioner Arnold Brown, 98, passed away August 7. Brother Brown was born in Honduras. He retired in 1984 and resided in New Orleans.

LESLIE BYRD

Brother Leslie Byrd, 84, died September 7. Brother Byrd was a na-

tive of Washington State. Brother Byrd lived in Richmond, Va.

SHIRLEY BYRD

Pensioner Shirley Byrd, 83, passed away August 23. Sister Byrd, a native of Detroit, went on pension in 1997. She made her home in Gretna, La.

FRANCIS CARL

Pensioner Francis Carl, 90, died November 18. Born in Washington, D.C., Brother Carl started receiving his retirement compensation in 1966. He lived in Temple Hills, Md.



WILLIAM FERRELL

Pensioner William Ferrell, 81, passed away September 13. Brother Ferrell 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 GONZALEZ

Pensioner Paula Gonzalez, 103, passed away August 19. Brother Gonzalez, a native of Puerto Rico, began collecting his pension in 1972. He resided in Riverdale, Ga.

JOSEPH GREEN

Pensioner Joseph Green, 90, died September 18. Born in Honduras, Brother Green went on pension in 1969. He lived in Port Charlotte, Fla.



CARROL 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 HOLZENDORF

Pensioner Albert Holzendorf, 82, died September 1. Brother Holzendorf was a Florida native. He started receiving his retirement pay in 1995. 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

Pensioner Edwin Joyner, 93, died September 26. The Florida-born

mariner went on pension in 1965. Brother Joyner called Jacksonville, Fla., home.

CHARLES KAYSER

Pensioner Charles Kayser, 84, passed away September 19. Brother Kayser was born in Illinois. He began collecting compensation for his retirement in 1968. Brother Kayser made his home in Mobile, Ala.

WAVERLY LONG

Pensioner Waverly Long, 90, died December 16. Born in Danville, Va., Brother Long began sailing with the union in 1946. He started receiving his pension in 1987. Brother Long lived in Norfolk, Va.



ROBERT MATTHEWS

Pensioner Robert Matthews, 80, passed away August 27. Brother Matthews was a native of Victor, N.Y. He retired in 1997 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 1970. Sister McBride called Naples, Fla., home.

SAYED MOHAMED

Pensioner Sayed Mohamed, 92, passed away September 2. Brother Mohamed, a native of Sudan, went on pension in 1967. He settled in Springfield, Va.

CLAUDE NORTON

Pensioner Claude Norton, 85, died September 3. Brother Norton began receiving his retirement pay in 1971. Brother Norton was a resident of Salem, Mo.

JESUS OCASIO

Pensioner Jesus Ocasio, 85, passed away September 6. Brother Ocasio was born in San Juan, P.R. He retired in 1972 and continued to make his home in Puerto Rico.

CHARLES PACHECO

Pensioner Charles Pacheco, 83, died September 29. He was born in New Bedford, Mass. Brother Pacheco went on pension in 1992. He was a resident of Oreland, Pa.

CHARLES RAY

Pensioner Charles Ray, 71, passed away August 18. Brother Ray was born in Rolla, Mo. He became a pensioner in 1994 and called Summerville, S.C., home.

PHILIP ROSENSTEIN

Pensioner Philip Rosenstein, 87, died August 22. Brother Rosenstein was a native of Manhattan, N.Y. He started collecting his pen-

sion in 1973. Brother Rosenstein resided in Corpus Christi, Texas.

GUILLERMO SALGADO

Pensioner Guillermo Salgado, 89, passed away September 3. He was born in Honduras. Brother Salgado began receiving his retirement pay in 1988. He lived in New Orleans.

PACO SANCHEZ

Pensioner Paco Sanchez, 84, died August 15. Brother Sanchez, a native of Puerto Rico, retired in 1985. He settled in East Longmeadow, Mass.

CHESTER SLIWA

Pensioner Chester Sliwa, 91, passed away September 9. Brother Sliwa was born in Chicago. He went on pension in 1986 and made his home in Brooklyn, N.Y.

LLOYD SUMPTER

Pensioner Lloyd Sumpter, 92, died September 19. Brother Sumpter was a Florida native. He became a pensioner in 1991. Brother Sumpter called Los Angeles home.

KENNETH THOMPSON

Pensioner Kenneth Thomson, 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.

MARCOS ZEPEDA

Pensioner Marcos Zepeda, 89, passed away September 20. Brother Zepeda, a Houston native, went on pension in 1967. He lived in Harwood, Texas.

Name	Age	DOD
Benjamin, Robert	73	Oct. 14
DeJesus, Jose	64	Sept. 9
Forre, Knut	81	Sept. 7
Frazier, Eldridge	90	July 25
Gonzalez, Andres	93	Nov. 22
Gonzalez, Manuel	86	Aug. 3
Jackson, Robert	93	Aug. 7
Jaroczyk, Henry	87	Sept. 30
Mccaskill, Charles	84	Oct. 7
McLaughlin, Wilbur	88	July 1
Monsanto, Hans	88	Sept. 3
Moore, Howard	90	Sept. 26
Murray, Louis	78	Sept. 27
Paglinawan, Albert	91	Nov. 18
Paz, Anibal	87	Aug. 13
Richard, William	80	Oct. 11
Rivera, Juan	87	Sept. 17
Rodriguez, Roberto	76	Oct. 13
Rosado, Ruperto	89	July 30
Sargent, James	84	Nov. 17
Shields, William	69	Sept. 25
Torres, Brunaldo	92	Oct. 13
Williams, Ernest	82	Oct. 28



Digest of Shipboard Union Meetings

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

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

CHARGER (Maersk Line, Limited), January 25 – Chairman **Robert Pagan**, Secretary **William Bragg**, Educational Director **Olie Webber**. Chairman announced upcoming payoff in Los Angeles. Crew was reminded to turn in room keys when signing off. He mentioned the terminal now requires all personnel transiting the yard 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 upgrade 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 **Khaled Munassar**, Secretary **Cleto 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 Elbagger**, 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 notation indicating that Jacob, "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 amongst his peers, performed in a safe manner and entitling him for recognition as Safety Sailor of the Month."

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 Ahmed Qoraish, Bosun William Henderson, AB Joshua German, (back) Wiper Robert Brady, OS James Washington and Recertified Steward Robert Mosley. The vessel is operated by American Overseas Marine.

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 Emidy**, Steward Delegate **Tracey Newsome**. Chairman encouraged

fellow Seafarers to upgrade at union-affiliated school in Piney 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 **Tyronne Burrell**, Secretary **Abraham Martinez**, Engine Delegate **Donald Bernard**, Steward Delegate **Dawn Johnson**. Chairman announced upcoming payoff 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 Matari**, Educational Director **Kevin Cooper**, Deck Delegate **David Freeman**, Steward Delegate **Medardo Thomas**. Crew awaiting response on question about imminent 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 at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Steward delegate thanked other departments for

helping keep the house clean. Crew made a number of detailed suggestions for next contract.

MAERSK MISSOURI (Maersk Line, Limited), January 6 – Chairman **Brian Corbett**, Secretary **Glenn Bamman**, Educational Director **Jerome Culbreth**, Deck Delegate **Dudley James**, Engine Delegate **Albert Riollano**, Steward Delegate **Brian McEleney**. Chairman reported good voyage and thanked crew for their work. He said to check with union concerning updated physical exam rules. Secretary said it was a good voyage with a good crew, and reminded everyone to leave cabins clean for reliefs. Educational director encouraged 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 Lindsay**, Secretary **Michael Carello**, Educational Director **Eddie Almodovar**, Engine Delegate **Robert Orloff**, Steward Delegate **Edward English**. Chairman reported safe voyage and upcoming payoff. 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 Lightfoot**, Secretary **Kenneth Hagan**, Educational Director **Joe Grandinetti**, Deck Delegate **Mohamed Mazid**, Steward Delegate **Stanford 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 **Tony Beasley**, Secretary **Khaled Taffi**, Educational Director **Melvin Ratcliff**, Deck Delegate **Feliciano Gimutao**. 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 SHBP scholarship, keep documents current, and upgrade at Piney Point. No beefs or disputed OT reported. Parts were received for washing machines.



Oiler Burns Mothershed
and ABs Junior Rankin and Neil Nelson
Sheila McDevitt



Chief Mate Justin Lewis
Mako



Bosun Richard Hamilton
and Port Agent Kris Hopkins
Sheila McDevitt



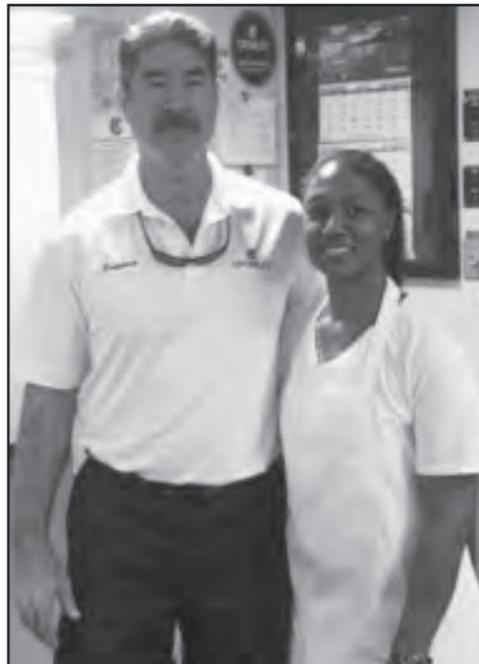
Jacksonville Safety Director
Ashley Nelson and AB Alvin Clark
Sheila McDevitt

Snapshots from Ft. Lauderdale

Ft. Lauderdale Port Agent Kris Hopkins submitted these photos from the *M/V Sheila McDevitt*, the tug *Mako* and ATBs *Courage* and *Innovation*.



Engineer Jeff Altzner
Mako



Capt. Jon Richardson
and Chief Cook Carlicia Jones
Courage



AB Jarrod Nix, Engineer Rino Skoblar, Cook Joe Jones and DDE Travis Huggins
Innovation



Steward Donna Peterson
Sheila McDevitt



AB Tankerman Dwayne Love
Mako

Know Your Rights

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 finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

requested. The proper address for this is:

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

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

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

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

among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

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

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

Paul Hall Center 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 Dalbec, Colton Edmiston, Jason Fuller, Andrew Graham, Romeo Isorena Jr., Ricardas Juska, Samuel McClure, Matthew Meehan, Kevin Parrilla-Alicea, Joseph Pelerin, Peter Plathan, Eddie Solichin, Curtis Walker and Jeffrey Watts. (Note: Not all are pictured.)



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 Keese, Brittenne Kelly, Terrance Meadows, Darnell O'Hara and Anthony Riddick. 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 Scheurer, Brett Scott, Joseph Spencer and Yolanda St. Clair. Tim Achorn, their instructor, is at the far left. (Note: Not all are pictured.)



BAPO – Three upgraders graduated from this course Feb. 22. Completing their requirements (above, in alphabetical order) were: Julio Gomez, Zeljko Krizan and Thomas Leroy. Class Instructor Tim Achorn, is at the far left.



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 Jenness, Enchantress Johnson, Oleg 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 Orgeron and Paul Parker. Class Instructor Scott Ciatto is at the far left.

BST – Two classes of upgraders completed their requirements in this course March 1. Those graduating (right, in alphabetical order) were: Marie Acosta, Saad Al-Aqel, Martin Arcenio Jr., Deborah Artis, Larry Bradley, Robert Brown, Richard Deane, Daniel Denaue, Andrew Devine, Saleh Elhubishi, David Gentsch, Julio Gomez, Richard Gould, Marlon Green, Raymond Henderson, Kayle Hower, Vincent Igneri, David Joaquin, Daniel Luglio, Rashaad Mangram, Robert Maschmeier, Fermin Morin Jr., Holly Norick, Robert Owens, Emma Porter, Walter Ritvalsky, Michael Sivells, Jeff Van Slambrouck, Edward Villanda, David Wakeman, Keith White and Prescilo Zuniga. Class Instructors Wayne Johnson Jr., and Wayne Johnson Sr., are at the far left and far right respectively.



Paul Hall Center Classes



Able Seaman – The following individuals (left, in alphabetical order) completed this course March 1: Ali Ali, Ahmed Ali, Brian Beasley, Valerio Bellezze, 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

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



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 Tornabene 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.



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.



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.



Terrestrial & Coastal Navigation – Nine upgraders graduated from this course Feb. 22. Finishing their requirements (above, in alphabetical order) were: Jimmy Copeland, Michael Harris, Matthew Jenness, Enchantress Johnson, Nichoas Kempker, Jermaine McGhee, Oleg Pankratov, Rudy Puerto and Kwamena Watson. (Note: Not all are pictured.)



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



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.



Certified Chief Cook – Two upgraders recently graduated from this course. Completing their requirements (above) were Brion Lanata (left) and Michael Fernandez.



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



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



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.

The park and walkway are part of a multi-stage restoration project for the school, which has resulted in more than 1,500 feet of old piers being replaced on the waterfront and as well as more than 1,000 feet of seawall.

The restoration project has also included a new concrete pier and floating marina, a new pier site for the M/V *John Fay* training vessel, a single point davit with fast rescue capability and a new lifeboat davit with new lifeboats.

Questions about the brick program may be emailed to SIUBricks@seafarers.org

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 already 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.

"Of course, it was devastating when we got the news," said Eglinton, a retired director of vocational education at the SIU-affiliated Paul Hall Center's Lundeberg School. "But when I heard what they were going to do (with engraved bricks) I thought I would sure like to dedicate a brick to Luis on his behalf."

The brick bearing Escobar's name will take its place in a waterfront walkway at the Paul Hall Center's Lundeberg School in Piney Point, Md. 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.

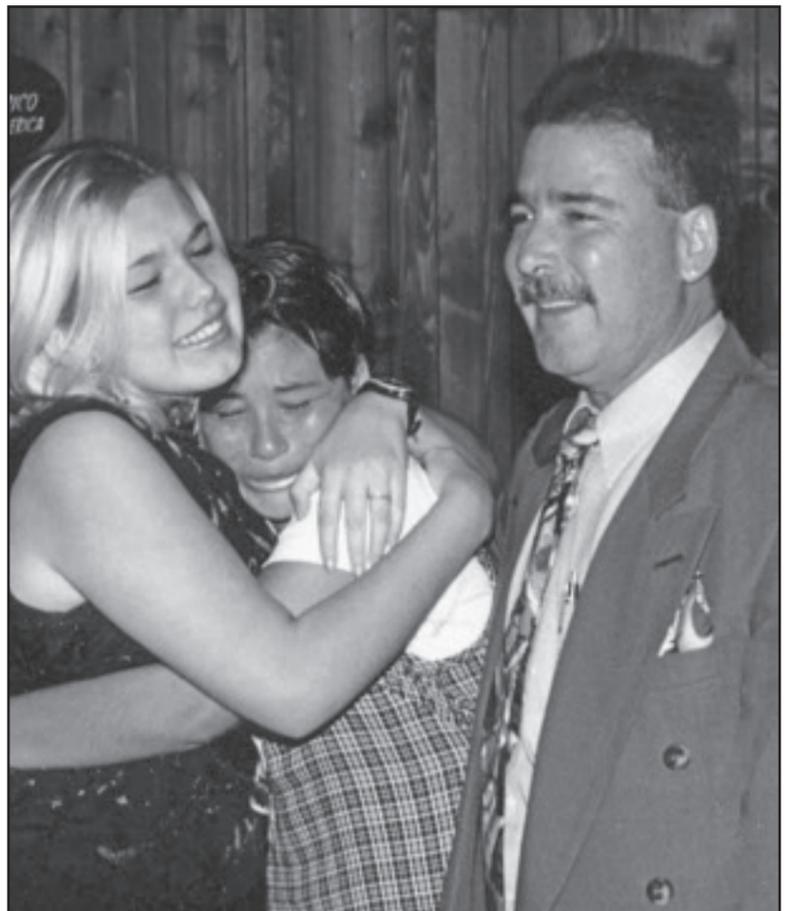
"Luis became a part of our family that summer and we came to learn about this caring, humorous, loving man," Eglinton said. "He was just a fun-loving Seafarer."

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 stage," 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.