SEAFARERS . LOGG

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# Washington Honors U.S. Merchant Mariners

## SIU Joins in National Maritime Day Celebration During U.S. Department of Transportation Event

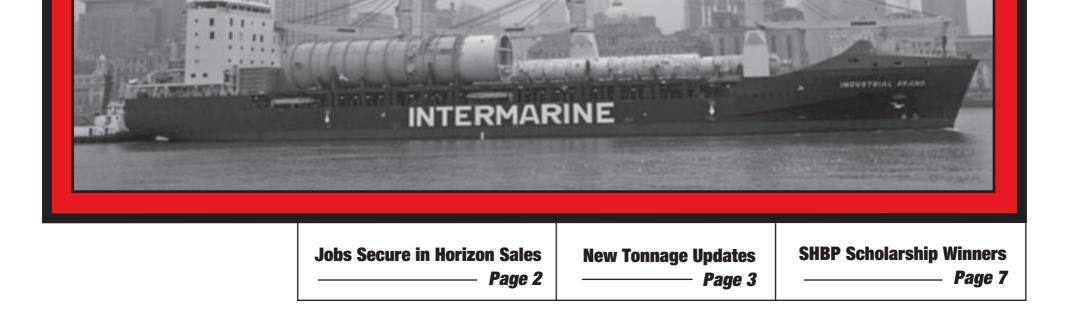
In photo at right, Paul Hall Center Apprentice Anthony Martone rings the traditional eight bells during a moment of remembrance for fallen mariners at a National Maritime Day ceremony in Washington, D.C. Below, SIU officials, Paul Hall Center apprentices and others gather following the ceremony. Among those pictured are members of the late Bill Eglinton's family including his widow, Sharon (fourth from left); SIU President Michael Sacco (second from right); Executive VP Augie Tellez (right); VP Contracts George Tricker (far left); and Maritime Administrator Chip Jaenichen (third from left). The SIU also participated in National Maritime Day events in Texas, California, Washington State and aboard ships. *Pages 11-14*.







Newer tonnage entered the SIU-crewed fleet when the *Industrial Grand* (background photo) reflagged under the Stars and Stripes. Operated by Crowley for Intermarine, the ship is now named *Ocean Grand*. *Page 24*.



# President's Report

### **Raising Wages, Restoring American Dream**

Earlier this year, workers at Walmart – our nation's largest privatesector employer – used collective action to secure a raise for more than 500,000 of their co-workers. You may have seen television commercials about it, although those ads fail to mention the driving force behind the



pay increases. They also may mislead viewers by hinting the company is paying at least \$15 an hour, which isn't even close to reality. In any case, the fact that workers forced Walmart to raise wages shows that America has reached a turning point.

The clear message from working people is that we deserve more, and we won't accept a society where the wages of the top 10 percent go up and the bottom 90 percent drop.

As noted recently by AFL-CIO President Richard Trumka (a longtime friend of the SIU), raising wages is about fighting inequality by boosting all workers' pay. It's about the right to organize and bargain with our employers without fear of retalia-

tion or dismissal.

But raising wages also is about much more than that if we are to build an economy centered on improving the lives of the people who do the work. Creating a raising wages society requires a comprehensive program of action, each part of which is grounded in our collective voice. It begins with re-establishing work – and workers – at the center of the American economy.

Wall Street and the economic elite have shaped this country's economy for generations. As recently noted by the AFL-CIO Executive Council, on which I serve as a vice president, pressure from Wall Street has resulted in employers failing to uphold the promises they made to workers regarding retirement benefits. Far too many employers have failed to pay into retirement funds to keep the funds solvent (although that is definitely not the case for the SIU). Millions of workers who exchanged wage increases over the years for the simple promise of retirement security are now finding that security in jeopardy. But it does not have to be this way.

In fact, I'd say it cannot continue to be this way because an economy built on wage suppression and inequality does not work. This type of economy produces weak growth, financial bubbles and financial crises and political instability.

Fortunately, there is another choice – one that will produce prosperity. We can build a full-employment economy where workers' wages rise as we create more wealth. We can ensure that the public investments we must make, from education to infrastructure, are well-funded and shared equally. We can also help ensure that the bookends of the raising wages economy – childcare and secure retirement – are guaranteed for all.

Raising wages means better lives and opportunity for all. It doesn't mean anyone is asking for handouts or free rides, contrary to what some anti-worker camps suggest. It just means that a rising tide should lift all boats, rather than just the yachts, and it means giving a fair shake to American workers.

But all this will happen only if we in the labor movement make it happen. We have to continue educating legislators and the rest of the public about what has happened to our economy. We also must hold our politicians accountable, at every level of government.

I'm proud of the SIU's long history of standing up for workers' rights, and I know we'll do our part to help rebuild the American Dream. Raising wages is a big part of that effort, and the labor movement will remain the driving force behind it.

I'm also proud of our contracts and our benefit plans. Despite the challenges facing our industry, our collective bargaining agreements consistently boost SIU members' wages while maintaining or improving benefits. Our plans are in great shape. Our affiliated school in Piney Point, Maryland, is second to none following its recent upgrades.

No one's claiming we're perfect, but I believe our model shows that labor and management can work together in a mutually beneficial, productive, respectful way. Along with political accountability, that's the path our nation should follow – and when we do, the American Dream won't be something confined to history books. It'll be a way of life again.



# **Seafarer Jobs Remain Secure Aboard Horizon Lines Vessels**

SIU jobs remain secure aboard Horizon Lines vessels that have been acquired by Matson and, separately, The Pasha Group. The acquisitions formally were announced May 29.

In a message to the affected ships, SIU Vice President Contracts George Tricker noted Matson had completed its purchase of Horizon Lines' Alaska operations, while The Pasha Group wrapped up its procurement of Horizon's Hawaii assets.

"These acquisitions are good news for the SIU, and it is business as usual for our crews aboard the seven vessels," Tricker wrote. "Those ships are (now under the Matson umbrella) the *Tacoma, Kodiak* and *Anchorage*; and (now with Pasha, to be operated by Crowley) the *Enterprise, Pacific, Reliance*, and *Spirit*. Our standard contract still applies aboard all seven ships."

He added, "Your union worked hard not only to retain these jobs but also to keep them under the standard contract. Your continued support and professionalism were vital to our success."

Matson announced it "will continue Horizon's long operating history in Alaska with a three-vessel deployment of diesel-powered, Jones Act-qualified containerships that provide two weekly sailings from Tacoma to Anchorage and Kodiak, and a weekly sailing to Dutch Harbor. In addition, Matson will be operating port terminals in Anchorage, Kodiak and Dutch Harbor and acquiring several reserve steampowered Jones Act containerships that may be used for dry-dock relief."

"We are pleased to have completed this strategic acquisition that substantially grows our ocean transportation business into the attractive Alaska market," said Matt Cox, president and chief executive officer of Matson. "The Alaska market is a natural geographic extension of our platform as a leader serving our customers in the Pacific."

In addition to vessels, The Pasha Group has also acquired Horizon subsidiaries Hawaii Stevedores, Inc.; the California-based operations of Sea-Logix, LLC, which provides trucking services; and Sunrise Operations, a subsidiary that includes Horizon's Hawaii trade-lane vessels and employees.

"Horizon Lines, Hawaii Stevedores and Sea-Logix are companies that complement The Pasha Group's legacy of a proud family history; a focus on innovation and service with an ability to combine competencies to provide streamlined solutions," said George Pasha IV, president and CEO of The Pasha Group. "Like Pasha Hawaii, these companies have strong ties to the islands and the mainland, are aligned with our integrated shipping and logistics model, and share our values and community commitment."

In announcing Crowley's selection as the operator of the four newly acquired ships for Pasha, Crowley Vice President of Ship Management Mike Golonka said, "As a long-time Jones Act carrier, Crowley is well-suited to manage these U.S.-flagged vessels. We are confident that our ability to offer company-wide resources and flexibility to work within their operational model is what set us apart, in addition to our proven experience in managing steam vessels for other companies. We look forward to working with Pasha in the management of their new ships."



Attendees converge at the Hilton Riverside Hotel in New Orleans for the awards luncheon. (Photos by Barry Champagne)

# Union-Contracted Companies Capture CSA Safety Awards

SIU-contracted companies customarily claim a healthy share of the Chamber of Shipping of America's (CSA) spring safety awards, and this year proved no exception. Nearly 200 people attended the CSA's awards luncheon May 28 in New Orleans, where numerous Seafarers-contracted operators were recognized.



The CSA has sponsored this program since 1958. It's a vehicle for recognizing "outstanding feats of safety that contribute to saving a life, a ship or other property" as well as honoring "vessels that have operated for at least two years without a seafarer involved in a lost-time injury," according to the association.

keeping with the highest traditions of the sea – aid to those in peril."

Speaking about the accident-free voyages, he added, "This extraordinary record is directly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation."

SIU-contracted companied that received commendations for rescues included Harley Marine, Seabulk Tankers, Matson Navigation, and Crescent Towing.

Recognition for incident-free operations comes in the form of Jones F. Devlin awards (named in memory) of a late executive from United States Lines). SIUcontracted companies earning the awards at the most recent gathering included Alaska Tanker Company, Crescent Towing, Crowley Maritime and several of its subsidiaries, E.N. Bisso & Son, Farrell Lines, General Dynamics-American Overseas Marine (AMSEA), Harley Marine, Higman Barge Lines, Keystone Shipping, and Maersk Line, Limited. Additional Seafarers-contracted companies earning awards included Moran Towing, Ocean Shipholdings, OSG Ship Management, Pasha Hawaii, Patriot Contract Services, Sea Star Line, Seabulk Tankers, Seabulk Towing, and TOTE Services, Inc. The CSA represents 35 U.S.-based companies that own, operate or charter oceangoing tankers, containerships and other merchant vessels engaged in both the domestic and international trades and other entities that maintain a commercial interest in the operation of such oceangoing vessels.

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Joseph J. Cox CSA President

In opening remarks, CSA President Jo-

seph J. Cox stated, "CSA's involvement in safety is longstanding. We continue to represent the industry, domestically and internationally, on safety issues encompassing every facet of ship operations. It is, therefore, only fitting that an industry so focused on safety, publicly recognizes the skills and dedication of the women and men who are responsible for actions in

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# **Construction Starts on Second Crowley ConRo**

# **LNG-Powered Vessels Slated To Sail in Jones Act Trade**

SIU-contracted Crowley Maritime Corp. in late May announced the start of construction on the *Taino*, the second of two liquefied natural gas (LNG)-powered, combination container – roll-on/roll-off (ConRo) ships for the company's liner services group.

Both the Taino and sister ship *El Coqui* are being built at VT Halter Marine in Pascagoula, Mississippi. They're scheduled for delivery in 2017 and will sail in the Jones Act trade between the U.S. mainland and Puerto Rico.

"These new vessels signify several important things, including jobs for SIU members, support for the Jones Act, and Crowley's commitment to the U.S. Merchant Marine," stated SIU Vice President Contracts George Tricker. "They're also environmentally friendly and state-of-the-art."

The ships are expected to replace Crow-

ley's towed triple-deck barge fleet, which has served the trade continuously since the early 1970s. Construction started on the *El Coqui* in October 2014.

When the first steel was cut for the Taino on May 27, John Hourihan, a senior vice president with Crowley, said, "This is a momentous occasion in the history of the company and in the Commitment Class build program. These new ships embody superior technology, and will offer enhanced performance and safety while setting new standards for environmentally responsible shipping."

"We are pleased and proud to be building these superb ships for Crowley. Crowley is an outstanding company and a leader in the industry and we are delighted to be partnering with them on these cutting-edge vessels," said Jack Prendergast, chief executive officer of VT Halter Marine.



An artist's rendering shows what the ConRo ships will look like upon completion.

According to Crowley, the Commitment Class ships "have been designed to maximize the carriage of 53-foot, 102-inch-wide containers, which offer the most cubic cargo capacity in the trade."



Shipyard and company representatives celebrate the start of construction on the second Commitment Class vessel. (Photo courtesy VT Halter Marine)

# NASSCO Delivers USNS Puller, SIU Gains Jobs

New jobs for members of the SIU Government Services Division have arrived following the June 12 delivery of the USNS Lewis B. Puller to the Navy.

Built at General Dynamics NASSCO (a union shipyard) in San Diego, the

Puller is a mobile landing platform. It is named in honor of the late U.S. Marine Corps Lieutenant General Lewis "Chesty" Puller, the most decorated Marine and the only one to be awarded five Navy Crosses. Construction on the USNS Lewis B. Puller began in 2013.

"Today's delivery of the USNS Lewis B. Puller to the U.S. Navy symbolizes an immense culmination of efforts made by the hard-working men and women of the General Dynamics NASSCO shipbuilding team," said Kevin Mooney, vice president of operations at General Dynamics NASSCO shipyard. "At NASSCO we are building and delivering affordable ships that are providing new and revolutionary capabilities for America's Navy and Marine Corps."

The *Puller* is 784 feet long and has a beam of 164 feet. It can sail at 15 knots. The ship features a 52,000 square-foot flight deck and accommodations for up to 250 personnel. According to the ship-yard, it is capable of supporting multiple missions including "air mine counter measures, counter-piracy operations, maritime security operations, humanitarian aid and disaster relief missions and Marine Corps crisis response. The ship is designed to support MH-53 and MH-60 helicopters, and will be upgraded to sup-

The ships will be 720 feet long, 106 feet wide, have a deep draft of 33 feet and an approximate deadweight capacity of 26,500 metric tons. Cargo capacity will be approximately 2,400 TEUs (20-foot-equivalent-units), with additional space for nearly 400 vehicles in an enclosed Ro/Ro garage. The main propulsion and auxiliary engines will be fueled by environmentally friendly LNG.

LNG is a stable gas that is neither toxic nor corrosive and is lighter than air. It is the cleanest fossil fuel available.

The Jones Act has protected U.S. national and economic security since its enactment in 1920. It requires cargo moving between domestic ports to be carried on ships that are crewed, built, owned and flagged American.

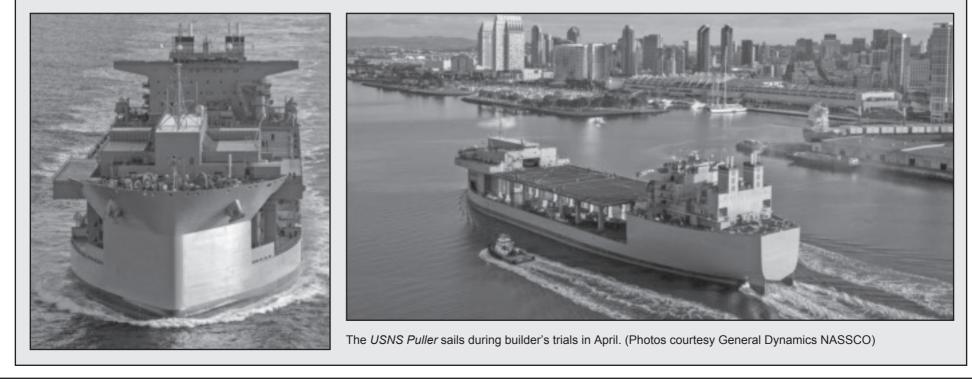
An extensive study by PricewaterhouseCoopers concluded that the Jones Act helps sustain nearly 500,000 jobs in the U.S. while contributing billions of dollars each year to the economy. It also helps maintain a pool of reliable, well-trained American mariners who are available to sail aboard U.S. military support ships in times of need.

port MV-22 tilt rotor aircraft."

Earlier this year, the commandant of the Marine Corps, General Joseph F. Dunford, Jr., was the principal speaker at the *Puller's* christening ceremony. Ms. Martha Puller Downs, daughter of General Puller, served as the ship's sponsor.

The Navy has awarded NASSCO a contract for a fourth mobile landing platform, with construction scheduled to start in the fourth quarter of this year.

The first two ships in the fleet, the USNS Montford Point and USNS John Glenn, are operated by SIU-contracted Ocean Shipoldings for the Military Sealift Command.



July 2015

# **Safety Training Pays off in MV Courage Incident**

The professionalism and superb safety training of Seafarers, which includes (among other disciplines) comprehensive instruction in basic and advanced firefighting at the union–affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, has once again yielded huge dividends.

All hands were safe following a fire aboard the car carrier *MV Courage*, according to news reports as well as communications from the ship. The mishap occurred June 2 as the vessel (carrying a mix of commercial and U.S. military vehicles) departed Bremerhaven, Germany, for its final destination of Baltimore. Bosun **John Cedeno** said that within seconds of the fire starting in a cargo hold, "We sounded the fire emergency alarm.

"The crew pulled together and did a remarkable job in executing each role," Cedeno continued in a message to the *Seafarers LOG*. "The fire team (Cedeno, AB **Slawomir Tlalka**, Oiler **Justin Van Pelt**  and Oiler **Andrew Delutis**) were suited and ready, and our years of training definitely were put to the test. Everyone did an outstanding job."

All four of those SIU mariners have completed firefighting training at the Paul Hall Center – and in fact the entire SIU crew of the *Courage* has taken at least one safety course at the southern Maryland facility. They also regularly complete shipboard safety drills, and the bosun said the exercises paid off during this incident. In addition to the Seafarers who comprised the fire team, the *Courage* crew also consisted of the following members: ABs **Robert Ameel** and **Arthur Quinney**, Ordinary Seamen **Billy Hanbury** and **Rudolph Jackson**, Oiler **Rickey Yancey**, Steward/Baker **Thomas Smith**, Chief Cook **Johnny Palencia**, SA **Delmis Ventura**, and Apprentice **Tre Hill**.

The *Courage* is operated by TOTE Services for American Roll-On/Roll-Off Carrier.

# **OSG Boatmen Unanimously Approve Three-Year Accord**

SIU mariners working for Overseas Shipholding Group, Inc. (OSG) inland operations have unanimously ratified a new, three-year contract that includes wage gains each year and other improvements. The new agreement covers Seafarers who operate OSG tugs and barges primarily between Philadelphia and the Gulf Coast. and features increased longevity bonuses, overtime pay, holiday pay, and an increased pay rate for OS/Cooks on lightering fleets.

The negotiating committee members from the SIU were Atlantic Coast Vice President Joseph Soresi, Philadelphia Port Agent Joseph Baselice, AB Tankerman **Edmund Putro**, and OS Cook **Calvin Griffith**. The contract covers the approximately 75 SIU members who operate 10 OSG vessels.

"It's definitely a good contract," said Putro. "Those longevity bonus increases are a great benefit, to both new employees and old. We also got holiday pay implemented, which we haven't had in 25 years. It's just the one holiday, to start, but it's in the contract, and hopefully we can build on that in the future."

The new contract also includes increases in contributions to the Seafarers Money Purchase Pension Plan, reimbursement for disability insurance, and an increase to maintenance and cure pay rates. In addition, there is a new retention bonus for cooks, in accordance with existing plan requirements.

Baselice remarked in regards to the contract, "It was a successful round of negotiations, and the result of those efforts is a great new contract. Our committee did an outstanding job in addressing the concerns of the entire membership, and now we've got something great."

# **Union Secretary-Treasurer Lands Labor Advisory Committee Seat**

SIU Secretary-Treasurer David Heindel has been appointed to the U.S. Labor Advisory Committee for Trade Negotiations and Trade Policy (LAC). His invitation to serve on the committee came from Secretary of Labor Thomas Perez and U.S. Trade Representative Michael Froman in mid-May.

of Labor Thomas Perez and rese U.S. Trade Representative to p Michael Froman in mid-May. pres According to the group's gres charter, the committee's objectives include "providing information and advice with com

respect to negotiating objectives and bargaining positions before the United States enters into a trade agreement with a foreign country or countries; the operation of any trade agreement once entered into; and other matters arising in connection with

the development, implementation and administration of the trade policy of the United States."

Specifically, the committee is tasked with advising the secretary of labor and the trade representative in addition to providing reports on trade agreements to the president and the Congress.

No more than 30 people may serve on the committee at once. Other current members include AFL-CIO President Richard Trumka, Machinists President Tom Buffenbarger, Steelworkers President Leo Gerard, and AFL-CIO Secretary-Treasurer Liz Shuler.



David Heindel

# SIU Port Agent Gets Nod For National Maritime Security Committee

SIU Port Agent Tracey Mayhew has been appointed to the U.S. Coast Guard's National Maritime Security Advisory Committee (NMSAC). She received the three-year appointment June 5.

The committee was established under authority of the Maritime Transportation Security Act of



2002 (Public Law 107-295), and operates in accordance with the provisions of the Federal Advisory Committee Act. NMSAC makes recommendations to the secretary of the Department of Homeland Security via the commandant of the Coast Guard. The full committee normally meets at least twice a vear, with working-group meetings and teleconferences taking place more frequently. Collectively, they tackle a

# **ITF Slams Shipping Australia for Making 'Dangerous Comments' on FOC Inquiry**

The International Transport Workers' Federation (ITF) late last month said it "is deeply concerned by comments from the body representing flag-of-convenience shipping interests in Australia."

The federation, to which the SIU is affiliated, reported that Shipping Australia CEO Rod Nairn "has bizarrely questioned the ITF's motives in encouraging parliamentary scrutiny of low-standard shipping following a case where three workers were very likely murdered at sea on board the *Sage Sagittarius* in 2012. A coronial inquest into two of the deaths on board the Panama-flagged coal carrier continued today (June 22) at the Glebe Coroner's Court in Sydney. The third death is beyond the scope of the Australian inquest."

When the ITF issued its statement, the coroner had heard allegations that guns were being sold on board and that assaults on and intimidation of the crew were widespread. The federation further noted counsel assisting the inquiry, Philip Strickland SC, "has told the coronial inquest inquiry that it appears not much has changed when it comes to the oversight of flag-ofconvenience (FOC) shipping since the Ships of Shame Inquiry in 1992." The Sage Sagittarius case was covered by Australia's Four Corners television program, and the Australian Senate in mid-June decided to launch an inquiry into FOC shipping. According to the ITF, the Rural and Regional Affairs and Transport References Committee "will examine the national security, fuel security, environmental, social and economic impacts of FOC shipping and revisit the 1992 Ships of Shame Inquiry."

While the ITF welcomed the scrutiny, Nairn, who is pushing for deregulation of Australia's shipping sector, told an international maritime news website the federation is "drawing a long bow to connect it (the inquiry) to cabotage. This is clearly a delaying tactic put together by the Maritime Union (of Australia) and the Labor Party, designed at delaying any changes to coastal shipping regulations by referring a potentially unrelated shipping matter to a senate inquiry with a reporting date of 2016," he said.

ITF General Secretary Steve Cotton said Shipping Australia overstepped the mark and demanded a retraction.

"The ITF pushed for this coronial inquest and is a party to proceedings," Cotton said. "The ITF places the safety and wellbeing of seafarers front and center, and Mr. Nairn's outrageous comments bring the relationship between international shipowners and the ITF into jeopardy. 'Mr. Nairn is the Australian champion of the FOC shipping industry and is charged with expanding their reach into the Australian domestic industry," Cotton continued. "We expect him to resist scrutiny into the darkest practices of the system but to dismiss the investigation into three men's suspicious deaths as a union gambit is outrageous. The ITF will continue to fight to ensure that international seafarers have adequate protection -

whether it's in Australian waters or anywhere else across the globe."

The ITF strongly believes that the removal of cabotage laws would weaken labor and safety standards and threaten thousands of domestic jobs in Australia's maritime sector. The federation described cabotage as "a normal way to deliver domestic freight securely, safely and predictably for many maritime nations including the United States, Japan, China, Indonesia and the Philippines."

SIU Secretary-Treasurer David Heindel, who chairs the ITF Seafarers' Section, said America's experience with its freight cabotage law – the Jones Act – shows such regulations help support good jobs while bolstering economic and national security.

"Especially in times of crisis, shipessential to national and as a nation, you need to think twice about allowing essential skills to be placed in the hands of non-Australian interests," Heindel said. 'What you don't want to see is more flag-of-convenience ships, with their questionable standards and exploited crews, take over ports and displace Australian vessels.' He added, "Local seafarers and their shipowners and/or operators contribute to the local and state tax coffers, utilize domestic business and services, and are a part of the community. FOCs avoid all of these. And during these uncertain economic times. I would expect a government to bolster domestic jobs rather than attempt to eliminate them."

#### Tracey Mayhew

wide range of maritime security issues, including mariner credentialing, shore leave, maritime domain awareness and much more.

Mayhew is based at the SIU hall in Anchorage, Alaska. In addition to being a regular participant in Coast Guard and Transportation Department forums in the nation's capital, she also serves as an elected representative for the Fisheries Section of the International Transport Workers' Federation.

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# SIU of Canada Scores Major Wins In Mariner Rights, Cabotage Laws

The SIU of Canada is reporting significant wins in the union's ongoing efforts to protect mariners' rights as well as Canadian cabotage laws.

In late May, the union secured work for its members aboard four different vessels sailing in the domestic trade. Political action by the SIU of Canada on behalf of rank-and-file members proved essential after foreign-flag companies got waivers to transport domestic cargo.

SIU of Canada President Jim Given described the union's effort as a twoyear fight "to have Canadian temporary foreign worker rules enforced in Canadian maritime cabotage."

Given said the union received word May 27 that the Hong Kong-flagged Rotterdam was given a waiver from the Canadian Transportation Agency to run sulfuric acid between two Canadian ports on the East Coast. "As no Canadian vessel was available to move this cargo this was not a shock to us, but we have always maintained that just because we have no Canadian-flag vessel available, that does not mean we don't have crew available," Given stated. "Under Canadian law any foreign national wanting to work in Canada must obtain a work permit. For whatever reasons, we knew this law was not being applied fairly to the maritime industry. Companies were fast tracking the process to skirt around the edges of the law, causing economic hardship to our members."

However, immediately upon learning of the Rotterdam, the union immediately contacted all government departments involved in the situation.

"Our message was clear," Given noted. "There is absolutely no reason to issue work permits to foreign crew when SIU members are ready, willing and able to crew this vessel."

The pressure paid off, as the Rotterdam sat idle in port for five days while the operator worked with union officials to hire a Canadian crew. At the same time, the union learned of another Hong



SIU of Canada members prepare to head to their new jobs aboard the Rotterdam.

Kong-flagged ship, the Chemical Aquarius, which had received a waiver to run clean product from Quebec to Ontario on the Great Lakes. Again the union spoke out and quickly secured the billets on the Chemical Aquarius.

The good news didn't end there. When an SIU of Canada-contracted company brought in two Panama-flagged Panamax tankers for temporary domestic runs, they agreed to hire SIU crews. And, Given stated, SIU crews will remain with the ships when they go back to the deep sea sector, where they will reflag Canadian

"This is a major breakthrough in our fight to save Canadian cabotage and Canadian seafaring jobs," Given concluded. "The message is loud and clear: If you want to trade in Canadian waters, no matter what your flag is, you are going to hire Canadian Seafarers. If you plan on profiting from Canadian maritime cabotage you are going to share those profits with Canadian Seafarers. This is but one step in our battle to strengthen Canadian cabotage, but it is a big step. Government and labor worked hand in hand to make sure Canadian jobs stayed Canadian!"

# **OBP** Releases **Annual Maritime Piracy Report**

Oceans Beyond Piracy (OBP) has launched the fifth installment of its annual reports detailing the economic and human costs of maritime piracy: "The State of Maritime Piracy 2014". In the report, OBP analyzed the impacts of international piracy during 2014 in the Western Indian Ocean, the Gulf of Guinea and, for the first time, in Southeast Asia.

The report officially was launched on June 10 at the Army and Navy Club (the Rag) in London, where a panel of experts addressed key components of maritime piracy. The panel was moderated by Admiral Sir James Burnell-Nugent, OBP senior fellow, with an overview of the report provided by Matt Walje from OBP.

Among other findings, the report concluded that at least 5,000 seafarers were attacked in Southeast Asia, the Gulf of Guinea, and Western Indian Ocean in 2014. Indeed, OBP's analysis of pirate attacks in Southeast Asia alone documents a clear and reemerging threat to mariners. The study found that more than 90 percent of the reported attacks resulted in pirates successfully boarding target vessels, and 800 seafarers were involved in incidents in Southeast Asia where violence or the threat of violence was specifically documented.

The number of reported attacks in the Gulf of Guinea remained within historic patterns. However, the region faces a variety of challenges related to chronic underreporting of incidents and an absence of prosecutions.

'We have observed that up to 70 percent of piracy-related incidents in the Gulf of Guinea are never reported, so we currently lack a complete understanding of the problem," said Pottengal Mukundan, director of the International Maritime Bureau. "This also makes it difficult to assess the extent of the threats seafarers face in this region."

In the Western Indian Ocean, OBP found that naval mandates, recommended industry self-protection practices and the size of the high-risk area remain unchanged. However, the economic costs of such mandates and measures dropped by 28 percent last year, partly because "the observed commitment of naval assets and use of vessel protection measures such as increased speed and rerouting by merchant vessels continued to decrease.

Alarmingly, the perceived reduction in the piracy threat has also resulted in more foreign fishing vessels returning to areas close to the coast of Somalia. Alan Cole, head of the United Nations Office on Drugs and Crime's Global Maritime Crime Program noted, "These provocations are similar to those that triggered piracy off the coast of Somalia in the first place. We are already seeing an upturn in regional piracy incidents since the beginning of the year.'

Finally, the report recognizes that mariners across the globe are the primary victims of piracy and armed robbery sea. Stark reminders of this are the 26 high-risk hostages from the FV Naham 3 who remain in pirate captivity in Somalia today, more than three years after the initial hijacking of their ship. According to Burnell-Nugent, "The evidence shows that piracy continues to be a world-wide threat to seafarers. There are specific contexts that distinguish each region, but there is a common lesson in the need to address piracy through cooperation, vigilance, and sustained effort by all actors across the maritime sector.' While the method for calculating the economic cost of maritime piracy to the world economy is complicated, the report identified that figure for 2014 at more than \$2.3 billion.

# **Battle Continues for Ex-Im Reauthorization**

After a short-term extension was enacted by Congress last fall, the U.S. Export-Import Bank's charter once again was up for reauthorization at the end of June. Despite support for the bank (often abbreviated as Ex-Im) from a majority of House members — almost every Democrat and several dozen Republicans - the bank's charter was expected to lapse on June 30, barring an unforeseen development.

At press time, there was no plan to introduce an Ex-Im reauthorization bill in Congress before the deadline, which



means the SIU and its allies will keep fighting for reauthorization even in the case of a lapse in funding. If introduced, the bill would likely pass the Senate, as House Majority Leader Kevin McCarthy (R-California) said. "In the Senate, they had a semi-test vote where they had overwhelming support," McCarthy stated. "I think what will probably happen at the end of the day, the Senate looks like they have votes. It'll probably come to the House.'

The administration strongly supports Ex-Im.

This program, essential to U.S.-flag shipping, is an economic booster and a creator. In 2014 (the program 80th

Small Business Majority, a national nonprofit organization, recently talked about the importance of Ex-Im to America's small businesses. "The Ex-Im Bank is important to small businesses because it gives them an edge by leveling the playing field between small firms and their larger counterparts," Arensmeyer said. "The bank fills in the gaps offered by traditional financing, and by partnering with private-sector lenders to provide loans and credit to aid foreign purchasers in buying American-made goods. Many small businesses rely on the bank because commercial lenders typically don't support small businesses in this area."

The Export-Import Bank was created in 1934 to promote the sale of Americanmade goods overseas. When it was chartered, President Franklin D. Roosevelt called for the bank to "aid in financing and to facilitate exports and imports and the exchange" of goods between the U.S. and the world during a period of economic distress. The Export- Import Bank is crucial for the U.S. Merchant Marine. It's a steady source of good American jobs in the maritime industry (cargo generated by Ex-Im funding must be transported aboard U.S.-flag vessels) and in other sectors of the U.S. economy. It is self-sustaining, costing taxpavers nothing, and has contributed nearly \$2 billion dollars towards paying down the national

U.S. Rep. Kevin McCarthy (R-California) House Majority Leader

anniversary), the bank supported 164,000 American jobs while approximately 90 percent of its transactions directly supported U.S. small businesses. It also supported \$27.5 billion in exports at no cost to American taxpayers.

Supporters of Ex-Im can be found in all industries. Recently, General Electric Chief Executive Officer Jeff Immelt predicted economic catastrophe if the United States fails to extend the charter, saying, "If we want to compete, this is what's necessary to compete. Regardless of any of this being a Republican win or a Democratic win, it's a loss for the country. It makes us look small. It makes us look like we are not a power."

John Arensmeyer, founder and CEO of debt.

## July 2015

# **SIU Mariners, Coast Guard Rescue Boaters**

Members of the SIU Government Services Division came to the rescue May 14 when a disabled sailboat began taking on water some 50 miles off the coast of Ocean City, Maryland.

Shortly after 6 a.m., Seafarers and other mariners aboard the Military Sealift Command dry cargo/ammunition ship USNS William McLean (T-AKE-12) received a distress call from a sailboat, the S/V Solarus. The McLean was only about 10 minutes away when the two boaters aboard the Solarus reported that their craft was taking on more water than their bilge could pump out. The McLean sailed towards the disabled vessel while contacting the United States Coast Guard and apprising them of the situation.

Once the cargo ship was on the scene, the *Solarus* reported a two-foot long crack in the hull. The *McLean* launched a fast rescue boat with a pump towards the damaged vessel. It was then determined that the *Solarus* should be moved next to the *McLean*, in order to shield the craft from the choppy seas while it was repaired.

After the water had been pumped from the boat, the damage was assessed and a list of materials necessary for repair was passed to the deck department. Those mariners then gathered the items, and lowered them down to the *Solarus* in order for repairs to begin. Once the hull was temporarily patched, the crew of the *McLean* refueled the craft and cooked a hot breakfast for the sailboat's crew.

The two vessels then moved in tandem towards a Coast Guard rescue team. After Coast Guard members had boarded the *Solarus* to escort the sailboat, and once the repaired craft was in radio contact with Coast Guard Station Ocean City, the *McLean* was released from the scene.

The next day, the captain and crew of the *McLean* received a commendation from Rear Adm. Stephen Metruck, Commander, Fifth Coast Guard District.

'Your crew worked seamlessly with the Fifth District Command Center, Sector Baltimore, Air Station Atlantic City and Station Ocean City in order to facilitate the rescue and subsequent transfer of the escort of S/V Solarus to Coast Guard Rescue 47312," he wrote. "Although the closest Coast Guard unit was an hour away, USNS William McLean responded to call outs by the vessel in distress and arrived on scene within 10 minutes to provide dewatering pump and monitor the deteriorating situation. Your dedicated support and timely response ensured the safety of two mariners in distress. Your crew quickly responded with a rescue and assistance team enabling the Solarus' crew to patch their two-foot hole and dewater their vessel. I commend you for your professionalism



Mariners on board a fast rescue boat prepare to be lowered from the deck of the USNS William McLean to aid the damaged S/V Solarus.

#### and flexibility."

The *McLean* captain also praised the efforts of the mariners, saying, "The crew

performed flawlessly and was ready to go on 'no notice' to help out the two mariners and their sailboat."

# SHBP Scholarship Winner Extends 'Deepest Gratitude'

### Chief Cook's Daughter Earns Bachelor's Degree

Seafarer Efren Matias enjoys many aspects of his profession, but nothing tops the satisfaction he feels from taking care of his family.

Matias recently experienced reinforcement of that fulfilment when his daughter Allison – a 2011 Seafarers Health and Benefits Plan scholarship winner – graduated with a bachelor's degree from Old Dominion University in Norfolk, Virginia.

The scholarship made a big difference for the Matias family, and led to both Efren and Allison reaching out to the union to say thank you.

"I would like to extend my deepest gratitude to the Seafarers International Union for their continuous support of my academic endeavors for the past four years," Allison noted. "Through their financial assistance, I was able to attain a bachelor of science degree in biology with a minor in chemistry. I hope to one day enter medical school and continue to serve the community as a physician."

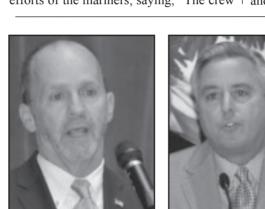
She added, "I will forever be grateful for the SIU scholarship program for being a part of this journey. Throughout the past four years, my family has stood by my side with much love and support and I am proud to say that this accomplishment is for all of us."

Efren has sailed with the SIU for 14 years and currently ships from Norfolk. He pointed out that Allison isn't the only college graduate in the family.

"With the help of the Seafarers International Union, I have been able to provide for the college education of my three children," he said. "Allison's graduation from Old Dominion happened with the assistance of the SIU. Thank you for his great union."

Efren also praised the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. He most recently upgraded at the school in June.

"The school gives me the opportunity to improve and helps enable me to provide for my family," he said. "The upgrading classes provide opportunities for advancement.... There are various things I enjoy about this profession. I also like that we are given the opportunity to travel to interesting places and experience different cultures. But above all, this job gives me the opportunity for a better overall quality of life."







Anthony Chiarello

Matt Cox

James McKenna

# Chiarello, Cox, McKenna Receive Nod for 2015 A0TOS Awards

Top executives from two Seafarers-contracted companies and the Pacific Maritime Association have been chosen for this year's Admiral of the Ocean Sea Awards (AOTOS), which will be presented by the United Seamen's Service (USS) Nov. 13 in New York City.

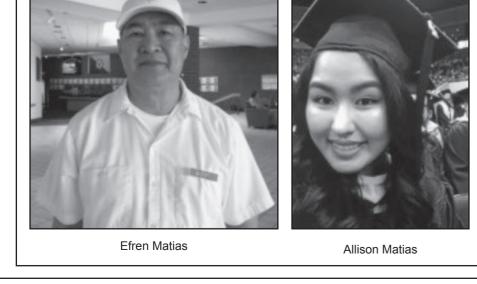
The honorees are Anthony Chiarello, president and CEO of SIU-contracted TOTE; Matthew J. Cox, president and CEO of Seafarers-contracted Matson Inc.; and James C. McKenna, president and CEO of the Pacific Maritime Association (PMA). Recognition also will be given to American mariners for specific acts of bravery and heroism while at sea. Gen. Kenneth Wykle, USA (Ret.), chairman of the USS AOTOS Committee, announced the recipients in early June and noted this is the 46th annual presentation of the awards. "Anthony Chiarello is a fourth generation maritime industry veteran. Matt Cox's leadership at Matson continues to energize the Hawaii ocean trade," Wykle said. "Jim McKenna has successfully led PMA through negotiations that have

benefited both management and labor. We are fortunate to have such accomplished AOTOS honorees."

Chiarello, already with decades of experience in transportation and logistics, joined TOTE in August 2010. He previously worked as chief operating officer and executive vice president of NYK Logistics (Americas), Inc. Prior to NYK, Chiarello was with the AP Moller/ Maersk organization for 16 years. He held various executive positions at Maersk including president of Maersk son Logistics, Inc. (logistics) and Matson Terminals, Inc. (terminal operations in Hawaii).

Along with McKenna's pivotal role in negotiating and administering maritime labor agreements on the West Coast, he also oversees all operations, including administration of payroll and benefits, pension and training to the International Longshoremen's and Warehousemen's Union workforce and PMA staff.

Proceeds from the AOTOS event benefit USS community services abroad for the U.S. Merchant Marine, seafarers of all nations, and U.S. government and military personnel overseas. SIU President Michael Sacco is chairing the dinner, while Tony Naccarato of American Maritime Officers Service and Joseph Cox will be AOTOS National Committee co-chairmen. The USS, a non-profit agency established in 1942, operates centers in six foreign ports in Europe, Asia, and Africa and in the Indian Ocean, and also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.



Logistics USA Inc.; president of Hudd Distribution; chairman of Maersk Customs Services; president of Maersk Equipment Service Company, Inc.; and assistant vice president of Universal Maritime Service Corporation, a previous stevedoring and terminal subsidiary of Maersk. Cox became Matson's

CEO in June 2012, and has been president since 2008. Matson has been serving the U.S. mainland/Hawaii trade for more than 100 years. Cox is responsible for overseeing the entire Matson organization, which includes Matson Navigation Company, Inc. (ocean transportation), Mat-

## 6 Seafarers LOG

# **Seafarers, SIU Families Receive Scholarships**

The higher education aspirations of eight individuals – three active Seafarers and five dependents - now are more solidified thanks to the recent awarding of \$132,000 in scholarships to them by the Seafarers Health and Benefits Plan (SHBP).

Seafarers Matthew Bryant, Morris Jeff, and Connie Tarplin; along with dependents Benjamin Isenhart, John Gomes, Alicia Ciliezar, Andrew Hutchens and Larissa-Frances Ramilo were chosen as recipients of the 2015 Charlie Logan Scholarships by the SHBP Scholarship Committee. Following deliberations May 22 in Memphis, Tennessee, the group selected Bryant, Isenhart, Gomes, Ciliezar, Hutchens and Ramilo to receive \$20,000 each for their respective pursuits of four-year college degrees. Jeff and Tarplin each will get \$6,000 to be used toward twoyear degrees.

#### **Matthew Bryant**

Deep sea QE3 Matthew Bryant joined the SIU in 2009 and received his apprentice training (Class 712) at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney

Point, Maryland. Born in St. Augus-

tine, Florida, Bryant is a 2003 graduate of Flagler Palm Coast High School, in Palm Coast, Florida. Following his completion of apprentice training at the PHC, he went to sea



aboard the NCL America-operated Pride of America as a wiper. In the years since, Bryant has upgraded his skills on several occasions at the PHC. He currently sails as an electrician aboard the Jean Anne, a car carrier operated by TOTE Services for Pasha Hawaii.

"In my short time as a merchant seaman, I have seen rapid advancements in the electrical systems aboard ships we sail on," said the Florida native. "Technology that was new today is old news tomorrow.

"Up until now, I haven't felt like I really needed further training," he continued. "[But] as I see the advancements in technology happening faster and faster and becoming more and more complex, I know that to stay relevant in the marine electrical engineering field, I need more schooling

"My educational plans are to go to college for electrical engineering with a focus on industrial electrical systems," Bryant said. "My ultimate goal is to design shipboard electrical power distribution systems and propulsion systems for merchant vessels. I will also use this knowledge to continue to work as a member of the union as an electrician or an engineer as I am currently studying for my third assistant engineer test.

Bryant has applied for admission to the University of Hawaii, Kapiolani Community College and Honolulu Community College. He will pursue a four-year degree in electrical engineering.

#### **Morris Jeff**

QMED Morris Jeff joined the SIU in 1992 and received his GED and apprentice training from the union-affiliated PHC in 1993.

Born in Louisiana, Jeff has sailed for the vast majority of his career as an electrician. After he completed his apprentice training, his first ship was the Waterman Steamshipoperated USNS Matej Kocak, where he worked



as a steward assistant. He switched to the engine department and then worked his way up as an electrician.

#### **Connie Tarplin**

Chief Storekeeper Connie Tarplin joined the SIU in 2000, after joining the trainee program at the Paul Hall Center.

Tarplin was born in Georgia and has been sailing for 19 years, including 15 with the SIU. She first sailed on the USNS Observation Island, which has since

been decommissioned. Her most recent ship was the USNS SBX-1. "My dream and



person, so I want to do whatever I can do to help others."

She is grateful to the union for offering support and opportunities, and will use what

she has learned while pursuing a college degree. "I will make a difference in life (by) getting my degree in law enforcement or business administration," she said. "I am currently sailing as a storekeeper, which provides me with experience, accountability and leadership that would help in a future career. This scholarship will also help me excel in my degree program, and help me with my mission to finish a de-

gree program before I retire from the union.' Tarplin has applied to the University of New Orleans, Delgado Community College and Dillard University.

#### **Benjamin Isenhart**

Benjamin Isenhart is the son of inland Captain Randy Isenhart (and mother Chris, a school nurse)

Born in Bridgeton City, New Jersey, Isenhart is a 2015 graduate of Lower Cape May Regional High School (LCMR) in Cape May, New Jersey. He ranked first in his class of 206 students and posted an overall 4.83 grade point average.

school's track and field team and held membership on the cross



hometown as well as at a hospice facility.

Isenhart said that living in a resort beach town (as he does) constantly presents the temptation. "Many kids skip school to go to the beach or to go fishing," he said. "[Some] go directly onto fishing boats after high school.

Benjamin has applied for admission to Lehigh University, the University of Vermont and Clarkson University. He hopes to pursue his four-year degree in physics.

"Although many people think I am crazy when I tell them I want to major in physics, I enjoy the subject," he said. "I know that it is considered one of the most difficult fields to study, but I find it extremely interesting; and it also provides a multitude of potential careers after graduation.'

#### John Gomes

John Gomes is the son of deep sea Electrician Eufemiano Gomes and his wife, Flavia.

Born in Bayonne, New Jersey, Gomes is a 2015 graduate of North Bergen High School in North Bergen, New Jersey. He was in the top 10 percent of his class, leaving school with a weighted GPA of 98.53.

He was active in both the debate team and environmental club in high school, the latter of which helped foster his

love of environmental sciences

'One passion I have is in natural resources, especially in forestry and marine biology, said Gomes. "I believe it takes considerable brain power to sustainably harvest these resources to satisfy each

party – the affluent, the poor, the loggers, the eco-protesters, the biosphere and Wall Street. It's called ecosystem management, a field I find interesting because of how interdisciplinary it is, and how it combines problem solving and critical thinking to better the world, please everyone, and preserve the natural world and economy.

He has applied to DeSales University, Drew University and St. Peters University, to pursue a bachelor's degree in natural resources or business and then continue on to graduate school.

"I'm eager to study what I love in college, and hope to make the world a better place environmentally and have fun doing it," he said.

#### Alicia Ciliezar

Alicia Ciliezar is the daughter of Steward Assistant Julio Ciliezar and Zeily, his wife.

Born in Honduras, Ciliezar immigrated with her family to the United States in December 2013. She enrolled in the undergraduate program at Miami Dade College the following spring semester, and will complete her twoyear degree in psychology this summer.

Her plans are to continue her education



Honduras. She served as a translator to foreign medical students while they were working in Honduras, an encounter that Ciliezar says "was an enriching experience that helped reinforce my decision

school, and she hopes to eventually enter the field of internal medicine. She has a strong background in volunteering, giving her time and efforts to many different causes both in the United States and

through medical

during high school in

to pursue an academic pathway in medicine.' She was the Phi Theta Kappa president for

her school, and has worked for the Women's Breast and Heart Initiative, Citizens for a Better South Florida and the Earth Ethics Institute. She also found time to play on the volleyball team.

She acknowledges that a career in medicine will be challenging. To that she says, "I am determined to engage in a profession that will not only provide me personal fulfillment but also will enable me to make a positive impact in the lives of other human beings. This is my deliberate purpose and commitment in life.

She plans on applying to University of North Carolina, Chapel Hill, University of Florida and Florida State University.

#### **Andrew Hutchens**

Andrew Hutchens is the son of AB Donald Hutchens and his wife, Cecilia.

Hutchens was born in Dade County Florida, and is a 2015 graduate of the School for Advanced Studies, one of the top 10 high schools in the country as ranked by Newsweek. He scored in the 99th percentile in both English and Reading on the ACTs, and all of his scores were above 90 percent.

He graduated with more than 60 credits in advanced placement and college-level courses, which increased his GPA to a 6.51 upon gradua-

tion. He has applied to Princeton University, the University of Southern California, and University of Miami, to continue his studies in the field of aeronautical engineering.



Hutchens said, "Coming from a household that has

only ever managed to generate enough income to finance a stable middle-class lifestyle, the cost of attending a college or university presents a difficult obstacle to overcome. Scholarship money remains the most effective method of overcoming said obstacle.

"I aim to major in aerospace engineering so as to become as completely educated in my field as possible, for without the necessary knowledge and achievement of academic goals I cannot achieve my career goals," he continued. "Extensive classroom and practical experience at the university level will allow me to interact with both former and current professionals in the field of engineering; setting a strong base of understanding is essential to success in my career.'

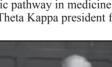
#### Larissa-Frances Ramilo

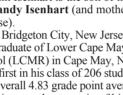
Larissa-Frances Ramilo is the daughter of Oiler Francisco Ramilo and his wife, Riza. She graduated in the top five percent of her class, with a perfect 4.0 GPA.

Born in Manhattan and living in Mission, Texas, Ramilo attended South Texas High School for Health Professions in Mercedes, Texas, a specialized school for pre-medical studies. At the same time, she attended classes at South Texas College. She also balanced out her studies with various volunteer endeavors. including work with Relay for Life, the Salvation Army and Habitat for Humanity. Moved by her ex-



periences in the field, Ramilo is driven to pursue a career in medicine, ideally in epidemiology and global health. "Spending a week in the heart of the Texas Medical Center at Houston for a summer symposium opened





Benjamin served as captain of his high



country team as well He was a member of the National Honor Society, the Tri M Music Honor Society and played in the LCMR jazz band. Isenhart performed volunteer work in an elementary

school library in his

"[My father] began working on fishing boats at the age of 18, soon switching to tugboats to follow in his father's footsteps," said Benjamin. "Despite his achievement of a captain's rank, my father always felt hindered by his lack of [a] college education. Thus, education has been important throughout my life."

He admitted that while he has entertained similar temptations, he has avoided them in order to concentrate completely on education. "This has led me to my rank as valedictorian in our graduating class," Isenhart said. "In this way, I hope to avoid the difficulties my father faced in not having a college degree.<sup>3</sup>



frequently upgrading his skills at the Piney Point school. His most recent ship was the Alliance Norfolk, operated by Maersk Line, Limited.

"I am extremely grateful for the career and livelihood that the union has provided my three children and me," said Jeff. "Since my wife passed away of cancer in May of 2001. I could always count on the SIU to provide steady, fruitful work for (the benefit of) my kids and myself.'

He added that although he will still be sailing, the two-year scholarship appealed to him because it would facilitate his opportunities to help his children with their work.

Jeff is currently attending Florida State College at Jacksonville, in hopes of obtaining a two-year degree in business administration



Members of the Calendar Year 2015 SHBP Scholarship Committee met May 22 in Memphis. Tennessee, to choose this year's scholarship recipients. Comprising the committee (above from left) were: Dr. Charles Lyons, American Association of Colleges and Universities (retired); Dr. Keith Schlender, associate vice president academic affairs, Lourdes University; Dr. Louis Fernandez, provost and vice president academic affairs, California State University; Dr. Michael Glaser, St. Mary's College (retired); Dr. Trevor Carpenter, College of Southern Maryland (retired); and Dr. Hank Toutain, dean of students, Kenyon College. Also on the committee, but not pictured is Dr. Gayle Olson, University of New Orleans (retired).

my eyes to what my hometown lacked specialized medical professionals and up-todate technology. Cancer patients from the Rio Grande Valley normally take a grueling six-hour trip to Houston to undergo stateof-the-art medical procedures only available at the MD Anderson Cancer Center for their illnesses, which led me to think, how about the cancer patients originating from medically underserved countries around the world?'

She has been accepted into Texas A&M University's Partnership for Primary Care program, a bachelors-to-master's degree program through their medical school. Ramilo plans to continue volunteering throughout her college experience, saying, "During my undergraduate years, I hope to take part in international medical volunteer missions and continue to shadow doctors in order to build my experiences in the medical field."

### July 2015





**ABOARD ALASKAN EXPLORER** – Pictured on Alaska Tanker Company's *Alaskan Explorer* in early June (photo above at left from left) are GUDE Isacc Lesh, GUDE Salah Alosfur, ATC Labor Relations Director Bill Cole, SIU Port Agent Jeff Turkus and QMED Peter Solis. Pictured in the photo at right are Cole, Solis and GUDE Xyla Bautista.

**SENATOR VISITS SIU-CREWED SHIP** – Recertified Bosun Fidel Saleh welcomes U.S. Sen. Lisa Murkowski (R-Alaska) aboard the TOTE ship *Midnight Sun* May 26 in Anchorage.

# At Sea and Ashore With the SIU



**ABOARD USNS MONTFORD POINT** – SIU Port Agent Hazel Galbiso submitted these photos from a mid-May stop aboard the *USNS Montford Point* in Pearl Harbor, Hawaii. The group photo above includes (from left) Steward/Baker James Watson, OS Alan Boiser, AB Joseph Barnes, Bosun Allan Coloyan and SA Dennison Dizon. The vessel (photo at immediate right) is operated by Ocean Shipholdings.







WITH SEAFARERS IN HONOLULU – In photo at immediate left, AB Baltazar Sambaoa (right) receives his full B book from Shureen Yathcmenoff, administrative assistant, at the union hall. The photo above shows local students visiting with Seafarers at the hall as part of their research into potential maritime careers.









**ABOARD USNS PLESS** – SIU VP Contracts George Tricker and Port Agent Georg Kenny recently met with Seafarers aboard the USNS Maj. Stephen W. Pless in Norfolk, Virginia, as well as with Keystone executive David Schultze. Tricker is standing at left in photo at left, with Schultze, while Kenny and the company official are pictured in the photo at immediate right. Standing left to right in the shot above are SA Algie Mayfield, SA Peter Soriano, SA Adam Bucalo, Chief Cook Johnny Sawyer and Chief Steward Angela Robertson.

## 8 Seafarers LOG





**ABOARD JEAN ANNE** – SIU VP West Coast Nick Marrone (center) is pictured with Chief Cook Sajid Foster (left) and Steward/Baker Ingra Maddox aboard the car carrier *Jean Anne* in San Francisco. The vessel is operated by TOTE Services for Pasha Hawaii.

**TALKING MARITIME WITH CONGRESSMAN** – During a maritime roundtable event in late May in New York, SIU VP Atlantic Coast Joseph Soresi (left) and Liberty Maritime CEO Phil Shapiro (right) discussed key industry topics with U.S. Rep. Lee Zeldin (R), who represents New York's First Congressional District. The congressman serves on the Coast Guard and Maritime Transportation Subcommittee and the Veterans' Affairs and Foreign Affairs Committees, respectively.

# At Sea and Ashore With the SIU



**ABOARD APL AGATE** – Fellow mariners aboard the *APL Agate* expressed appreciation for a recent cookout provided by (from left) Chief Cook Jabr Matari, Chief Steward Ernest Carlos and ACU Jose Garcia Bulnes.



**3 GENERATIONS AT PINEY POINT** – Earlier this year, the SIU-affiliated Paul Hall Center hosted three generations of Seafarers – one retiree and two upgraders. Pictured from left, youngest to oldest, are SIU members Alex Roel, Dick Roel Jr. and pensioner Dick Roel Sr. Alex is Dick Jr.'s son. Dick Jr. said he absorbed some good-natured ribbing from his father about who went gray first.







WITH SEAFARERS IN SAN JUAN – These snapshots from the hall in Puerto Rico feature QEE Joaquin Passapera (right in photo at left, with Port Agent Amancio Crespo) picking up his first pension check, and Engine Utility Armando Garayua (left in photo above, also with Crespo) proudly holding Old Glory at closing time. Passapera said his 45-year SIU career "has been a blessing for me and my entire family since day one."

**FULL BOOK IN MOBILE** – OMU Alisia Scheurer picks up her full book at the hall in Mobile, Alabama, where she is congratulated by Port Agent Jimmy White. Scheurer is a graduate of Paul Hall Center Apprentice Class 758.

### *July 2015*

Editor's note: Beginning in September 2010, the LOG periodically has featured articles by retired mariner Ed Woods, who first shipped out during World War II, as a teenager. Most of the earlier stories were run in two series, concluding in the September 2012 edition. Stand-alone articles were published in the November 2012, May 2013 and August 2013 issues, and a two-part missive ran in March and April 2014.

Most recently, the March and May 2015 LOGs, respectively, featured the first two installment of Brother Woods' latest submission. The first piece left off following a return trip from Liverpool to New York in 1944 aboard the oil tanker SS Horseshoe. The more recent one covered voyages to Casablanca and Curacao aboard the tanker SS Brandy Station.

Here's the next segment:

ith our tanks full of cargo from the Shell Oil refinery, we were ordered to Panama. It was late in the evening of November 22, 1944 when we arrived at Cristobal, the eastern port of entry to the Canal. (Although much as been redacted, I have a copy of the S/S Brandy Station's log that offers dates of arrivals and departures.)

The following morning, Thanksgiving Day 1944, a pilot came aboard followed by a boatload of armed U.S. Marines. The Marines took stations at each of our weapons: 5-inch/38-caliber, 3-inch/50-caliber and the six 20-millimeter antiaircraft machine guns and then added their own locks to our ammunition boxes. Two Marines accompanied by their officer went up to the bridge

I was off duty and eager to transit Teddy Roosevelt's big ditch. I asked a nearby Marine what was going on and he proved to be a friendly fellow and answered all my questions. He told me that they treated all ships the same, no matter the nationality, American or foreign.

"The Canal is too important to give anyone an opportunity to commit sabotage," he said. "It is understood that if the man at the wheel did not respond to a command from the pilot in a reasonably short time, he will be relieved at once.'

I would have liked to have seen and toured Cristobal and its environs. As a youngster, I had read about and was fascinated with tales of pirates and the early settlers on the Atlantic side of Panama. However, it was not to be, as we transited the canal the following morning and arrived in Balboa on the Pacific side that evening.

Balboa was the port for Panama City and I was anxious to explore both places. I didn't know that I would visit Panama three more times before returning home to the States following three crossings of the Pacific Ocean.

In 1944, Panama was divided into two sections: the Canal Zone (CZ), under American control, and the country of Panama. Panama was in de jure governed by the Panamanian Government but in de facto under American supervision. The treaty allowed the United States to supervise the sanitation conditions in Panama. This allowed the Americans to declare bars and restaurants off limits to all allied personnel. This put the nie McCarville and I stopped in a clean-

bars out of business, their only customers being allied personnel.

Previously, there were seamen of various nationalities from all parts of the Allied world to be found in the bars and restaurants. Day and night, the bars and streets

looking bar on the main street and ordered a bottle of cold beer. Within a few minutes a rather attractive young girl came out of the rear and greeted us in Spanish.

I answered her the best I could with my limited knowledge of the language and fool-

# Coins, Paper Money, Sea Ports – Small and **Big Things I Remember**



Woods (left) is shown with shipmates Smithy (center) and Rudy ashore in Panama in 1945. "Rudy's full name was Rudolph Valentino Rukki," Woods wrote. "He said his mom was so heartbroken when the Hollywood actor Rudolph Valentino died, she promised to name her next child in his honor.

along Avenida Central (the main street) were filled with prostitutes who were reauired to carry identification cards showing they had been examined on a weekly basis and declared free of venereal diseases.

Even at my young age of 17, I questioned the practice of weekly examinations and asked, "What about the six days between exams?" Venereal disease was a court martial offense for members of the U.S. Armed Forces

About once a week, a U.S. Navy shore patrol (SP), a U.S. Army military policeman (MP) and a Panamanian policeman would make a tour of the bars and arrest any of the women who could not show a current medical examination card. The women would be loaded on an open truck and be driven along Avenida Central to a staging area. Along the way, they would be waving and laughing to the people on the street, who in turn would wave back; it was a comical scene.

On our first day ashore, my buddy Vin-

DESCRIPTION OF REGISTRANT Height .5. ft. 82 in. Weight \_146 

ishly thought, "My first day ashore and I meet a beautiful young girl." She asked us to buy her a drink and we nodded an OK to the bartender. He served her a small glass of what looked to be a cola and said, "That will be one dollar."

We were in a state of shock. At the time, a bottle of beer cost 35 cents. The bartender explained that the girl was a Blue Moon girl and the hostess for the day. He handed her a chip and told us that she would later receive a percentage of the chips she accumulated. Needless to say, that was the last time I ordered a drink for a Blue Moon girl. I later learned that you could accompany the Blue Moon girls upstairs for what was known as a good time.

I had developed a painful ingrown toenail and my ship's purser directed me to an Army hospital in the Canal Zone. When I arrived at the hospital, I was told I would need to go elsewhere, as the hospital did not perform minor surgery. As I was leaving, an officer entered the room; everybody stood up and said, "Good morning, General."

He looked at me and asked a nurse who I was. He then questioned me in a friendly manner about who I was, where I served and where I was from in the States. He said, "Only 17 years old," and told the nurse to prepare me for the procedure. "The least we can do is get this boy's toe fixed," he added

could see that these poor old nags had seen better days. I was with a shipmate and between the two of us we selected a horse for the first few races.

Our bets were recorded by a man inside a window who gave us a handwritten paper slip showing our bet. Every few minutes, a young boy would race across the track and hand another man a note and he, in turn, would post the odds in chalk on a big blackboard. If I recall, we didn't win any races but it was fun.

Each time I visited Panama, I enjoyed eating at a Chinese restaurant on Fourth of July Avenue, which was the dividing line between the CZ and the city. The menu was similar to the New York Chinese restaurants and it served the most delicious ice cream.

I wanted to see more of the Canal but it was off limits without a special permit.

The CZ was exceptionally clean and hygienic, about the most sterile place I had ever visited. In addition to movie houses, it had post exchanges (PXs) where we could do a limited amount of shopping.

The theaters inside the  $\overrightarrow{CZ}$  offered the latest movies. I saw The Picture of Dorian Gray. (Odd, I can remember the name of a movie I saw almost 70 years ago.) The CZ also had banks and a post office. It was here that I first witnessed segregation. There were two lines for every transaction: one for Negros with a sign SILVER and a line for white people with a sign GOLD. This rule applied to the CZ U.S. Post Offices, banks and transports.

The only Panamanians allowed inside the Zone were those with work permits and identification cards indicating whether the bearer was white, brown or black. (Segregation in the U.S. military did not end until July 1948.)

The U.S. military had a holding complex in Panama City for the many foreign sailors that were quitting their jobs and staying ashore, jumping their ships. The majority of the AWOL sailors were from countries under Russian control. They did not want to return to their countries in fear of being drafted into the Russian Army.

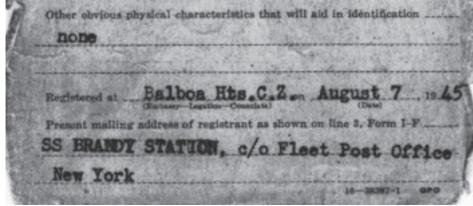
We were in need of a galley man to replace a boy who had been promoted to ordinary seaman. A man about 45 years was sent from the holding complex to take on the open berth. He was from Riga, Latvia, an engineer who had sailed on various allied ships. He asked to be called Peter.

We became close friends. He said that when he learned his ship was going to Murmansk, Russia, he went AWOL. He said that if he went to Russia, as a Latvian, he would be drafted into their army.

Peter was pleased with his new job and said he was earning twice his former engineer's salary. He commented on the quality of the food served aboard ship and expressed surprise he could have all he wanted at mealtime. A bonus: He was not required to pay Social Security or income taxes. He was a master chess player and could checkmate anyone who challenged him. He taught me some great opening moves.

At the end of my first visit, we said good bye to Panama and left port for a destination unknown to the crew. At the time, I thought all ship's officers would have been told our next port of call; however, a third assistant engineer confided in me and said he never knew any more than the average crew member. He did say that he believed the chief engineer would need to know in order to control fuel consumption.

Following a week of rumors, the chief mate came to the mess hall and told us we were en route to New Guinea. Excitement filled the air as the crew discussed what we could expect to see on this second largest island in the world, inhabited with primitive tribes, headhunters and exotic animal life. Please note that these events I write about above happened at different times during my three visits to Panama. I have not had the opportunity to visit Panama since I last transited the Canal in November 1945. In 1977, President Carter signed a treaty with Panama giving them control of the Canal by the year 2000. The treaty allows the United States to maintain military personnel in the country. New and modern hotels are now available and tourists are invited to visit the interior to marvel at the



The note accompanying this paperwork said, "On my last visit to Panama, I was reminded that I was now 18 years old and would have to register for the draft. I was still considered a civilian whether I had already sailed in harm's way for my country or not.'

Since then, I am always ready to tell about the day an Army General operated on my toe.

I visited the Church of the Golden Altar made famous by Captain Morgan the pirate. In 1671, Morgan and his band of cutthroats were ransacking the entire city taking anything of value. The altar in the church was painted with a gold leaf and the good fathers in charge of the church knew that once Morgan saw the golden altar he would seize it. They decided to paint the altar black to hide the gold. Their ruse worked, for when Morgan entered the church he noticed nothing of value and continued his plundering of other sections of Panama.

I visited my first racetrack and made my first bet on a horse. Being a city boy, I didn't know anything about horses but I

Continued on Page 20

#### Seafarers LOG 10

# **Seafarers Observe National Maritime Day**

# Remembrances Conducted in Texas, California, Washington State, at Sea

Although the annual National Maritime Day ceremony in the nation's capital often grabs most of the attention in the industry press, it's not the only such remembrance honoring American seafarers past and present. SIU members and officials took part in traditional gatherings in Texas, California and Washington State to commemorate the day, and also marked the occasion aboard a number of vessels.

First designated by the U.S. Congress in 1933, National Maritime Day is May 22, and it's normally a time for recognizing both the historically vital role of the U.S. Merchant Marine and the ongoing need to maintain a strong American-flag fleet with American crews.

That was the case at the yearly observance in San Pedro, California, which took place May 22 at the city's American Merchant Marine Veterans Memorial. Keynote speaker U.S. Rep. Janice Hahn (D-California), while honoring the men and women who have sailed, also called for longoverdue payment to the World War II U.S. Merchant Marine veterans who were never awarded benefits from the GI bill.

She has introduced legislation, H.R. 563 – the Honoring Our WWII Merchant Mariners Act of 2015 – which would provide a one-time payment of \$25,000 to the surviving World War II U.S. Merchant Marine veterans. With many of these surviving World War II veteran mariners well into their 90s, Hahn pressed the importance of passing this legislation as soon as possible. "Time is running out for us to honor them," she said. "We need to get this done

now!" The SIU contingent in San Pedro in-

cluded Port Agent Jeff Turkus. Meanwhile, this was the 29th year a National Maritime Day ceremony has taken place in Port Arthur, Texas. Featured speakers included Fr. **Sinclair Oubre**, who sails with the SIU and who serves as director of the Port Arthur International Seafarers Center; and Brian Hill of the U.S. Maritime Administration. Hill is the agency's gateway director for the western Gulf of Mexico.

SIU tugboat crews from Seabulk supported the gathering from aboard their vessels nearby, while SIU Houston Safety Director Kevin Sykes was part of the ceremony ashore.

Seafarers also played multiple roles in facilitating the annual National Maritime Day luncheon hosted by the Puget Sound (Washington) Ports Council on May 21. Port Agent Joe Vincenzo and Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan were on hand, while rank-and-file members Pat Durnin, Gil Manipon, Joe Lata and Tom Kelton handled food preparation and provided additional assistance with the event.

Four days later, Duncan helped ensure the maritime industry was represented at a Memorial Day ceremony back in Washington, D.C.



Attendees converge in Port Arthur (above) while SIU-crewed Seabulk tugs (wide photo below) assist with the ceremony.



U.S. Rep. Janice Hahn (left) and American Merchant Marine Veterans Memorial Committee President John Pitts are pictured at the San Pedro gathering.



Seafarers on the Crowley-operated *Sunshine State* pause to observe National Maritime Day.









Erected in 1989, the American Merchant Marine Veterans Memorial in San Pedro is the site of a yearly National Maritime Day event.

Saluting during the playing of Taps following a wreath placement at the Tomb of the Unknown Soldiers on Memorial Day are (from left) Will Fischer, executive director of the AFL-CIO Union Veterans Council; Daniel Duncan, executive secretary-treasurer of the Maritime Trades Department; Pamela Donato, community and membership outreach for the National Association of Letter Carriers; and Eric Packard, training department administrator for the United Association.



emony in San Pedro.



The SIU team at the Puget Sound Ports Council luncheon: Recertified Steward Pat Durnin, AB Gil Manipon, Certified Chief Cook Joe Lata, AB Tom Kelton and Port Agent Joe Vincenzo

### *July 2015*



Gen. Paul Selva, commander, U.S. Transportation Command (USTRANSCOM) speaks (at podium) while members of the official party look on. Pictured from left to right are Michael Rodriguez, deputy maritime administrator; Kristin Decas, chairwoman, American Association of Port Authorities; Anthony Chiarello, president and CEO of TOTE; and Paul Jaenichen, was perhaps best summed up by Gen. Paul maritime administrator.



Rear Adm. T.K. Shannon Commander, U.S. Military Sealift Command



Rear Adm. Anita Lopez





Chip Jaenichen Maritime Administrator

Anthony Chiarello TOTE President/CEO

# **Maritime Day Message: Strong Merchant Marine a Must!** SIU, Paul Hall Center Apprentices Participate in Annual Ceremony in Nation's Capital

The basic message conveyed by all of the Selva, commander, U.S. Transportation Command: "Let me be quite simple in saying that the relationship that ties our ocean shipping industry and the mariners who sail those ships in defense of this nation is unbreakable."

The ceremony – conducted at the Department of Transportation building and featuring a typically strong turnout by the SIU and its affiliated Paul Hall Center for Maritime Training and Education (PHC) - was a shining example of those ties that bind the maritime industry together. Hosted by master of ceremonies Joel Szabat, executive director of the Maritime Administration, speakers from all components of the industry offered their remarks, including Selva; Maritime Administrator Chip Jaenichen; U.S. Military Sealift Command (MSC) Commander Rear Adm. Thomas K. Shannon; President and CEO of TOTE Anthony Chiarello; American Association of Port Authorities Chairwoman Kristin Decas; and Deputy Director for Operations at the National Oceanic and Atmospheric Administration (NOAA) Rear Adm. Anita Lopez. U.S. Transportation Secretary Anthony Foxx joined the event during the reception immediately afterward

With a supporting cast that included the U.S. Navy Band Brass Quartet and 23 trainees from the PHC, the speakers each brought a different perspective on the vital role played by America's civilian mariners. Also attending the event were SIU officials including President Michael Sacco, Executive Vice President Augie Tellez, Vice President Contracts George Tricker, Legislative Director Brian Schoeneman and Piney Point Port Agent Pat Vandegrift. Apprentices Reisa Martinez Serrano and Zachary Ballard carried the memorial wreath, while Apprentice Anthony Martone sounded the traditional eight bells.

Selva said the military has needs that can only be filled by seafarers. "I need 11,000 merchant mariners, ready on any given day, to sail 60 ships on 30-day cycles. I need 60 ships in the Maritime Security Program to make that work," he said, stressing that the U.S. depends on merchant mariners to go to war effectively.

He continued, explaining his "60-60-60" plan for mobilizing troops: "If we're going to win a war against a concerted enemy, we have to sail 60 ships in the first 30 days of that fight. Those ships will come from the Ready Reserve Fleet, which is co-managed



Family members of the late Bill Eglinton sit in the front row of a packed crowd during the ceremony.



at right, SIU President Michael Sacco greets the apprentices in attendance.

**July 2015** 



The official party salutes as the colors are presented by the Washington Math Science Tech Public High School Junior ROTC Color Guard.

Continued on next Page



Apprentices Zachary Ballard (left) and Reisa Martinez Serrano

# **President Obama** Issues 2015 Maritime **Day Proclamation**

For over two centuries, proud mariners have set sail in defense of our people and in pursuit of opportunity. Through periods of conflict and times of peace, our Nation has relied on the United States Merchant Marine to transport goods to and from our shores and deliver troops and supplies around the world. On National Maritime Day, we



honor the women and men who take to the seas to boost our economy and uphold the values we cherish.

Our Nation is forever indebted to the brave privateers who helped secure our independence, fearlessly supplying our Revolutionary forces with muskets and ammunition. Throughout history, their legacy has been carried forward by courageous seafarers who have faithfully served our Nation as part of the United States Merchant Marine - bold individuals who emerged triumphant in the face of attacks from the British fleet in the War of 1812, and who empowered the Allied forces as they navigated perilous waters during World War II. Today, patriots who share their spirit continue to stand ready to protect our seas and the livelihoods they support.

Ninety percent of the world's commerce moves by sea, and businesses across our country rely on domestic and international trade every day. Helping to protect our vital shipping routes, Merchant Mariners are critical to our effort to combat piracy and uphold the maritime security on which the global supply chain relies. And in times of war or national emergency, they bolster our national security as a "fourth arm of defense." Whether transporting commercial goods or military equipment, battling tough weather or enemy fire, they strive and sacrifice to secure a brighter future for all Americans. On this day, we reaffirm the importance of their contributions and salute all those who serve this noble cause.

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

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, do hereby proclaim May 22, 2015, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

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

**BARACK OBAMA** 



Raymond Ebeling (center) receives the Merchant Marine Medal for Outstanding Achievement from Maritime Administrator Jaenichen (left) and Gen. Paul Selva, commander, U.S. Transportation Command (USTRANSCOM).



John Reinhart (second from left) and his wife, Mary, accept the Merchant Marine Medal from Maritime Administrator Jaenichen (left) and TRANSCOM Commander Selva.

# **Ocean Shipping Industry, Mariners Share Unbreakable Ties**

#### Continued from Page 13

by Military Sealift Command and the U.S. Maritime Administration. Within the next 30 days we must sail another 60 ships, which will come from the Maritime Security Program – commercially viable, militarily useful ships that ply over-ocean trade every single day. And in the following 30 days we will have to sail those first 60 ships yet again, to deploy our combat forces to whatever fight might present us."

He added, "We are forever indebted to the sailors of our United States Merchant Marine. Those mariners who every day go to sea and not only bring economic prosperity, but build the foundation for defending this nation."

Touching on the months and years ahead, Selva stated, "My commitment here today is to continue to be a force for the strength of our U.S. Merchant Marine – for the courage of those young men and women who go to sea every day to bring prosperity and security to our nation. May they always be safe on the seas, and may we always defend them and their commitment to our nation."

Jaenichen touched on the historic ser-

vice of mariners and the ongoing need for a strong maritime industry.

"Since our nation's inception, the U.S. Merchant Mariners have helped to ensure our dominion over these waters. Thanks to the service and the ingenuity and the bravery of the U.S. Merchant Mariners, oceans, rivers and lakes have never held our nation back," he said. "Maritime capabilities have fueled the economy of the United States of America, and our growth as a nation."

He continued, "President Franklin Delano Roosevelt called our merchant mariners the nation's fourth arm of defense, and he did so for good reason. All throughout our history, merchant mariners – and I will point out that they are our nation's first all-volunteer force – have bravely served the cause of liberty, providing vital sealift capability to globally project and sustain our armed forces, supporting our nation in times of war and in crisis, often sailing into harm's way to deliver the required ammunition, supplies and equipment that have ensured victory. In peace, they have advanced our humanitarian missions worldwide. Today, our national security is firmly and directly tied to the

water. And so, too, is our economy."

He later spoke about two new programs that the Maritime Administration is rolling out. The first, U.S. Ships, would call attention to shippers who deliver more than the mandated amount of cargo for U.S.-flag vessels. The second is a program designed to accept suggestions for proper locations to display the U.S. Merchant Marine flag, such as at a school or memorial. Once the site has been approved, MARAD will ensure that a Merchant Marine flag is sent to Association; and Reinhart, a former CEO of SIU-contracted Maersk Line, Limited and current Executive Director for the Virginia Port Authority, both accepted their medals on stage, while Eglinton's widow, Sharon, accepted his posthumous honor. Eglington worked at the PHC for 34 years and served the industry in many international capacities even after retiring.

Mrs. Eglinton said a few words on behalf of her husband. "This is a bittersweet moment for my family and me.

#### "Let me be quite simple in saying that the relationship that ties our ocean shipping industry and the mariners who sail those ships in defense of this nation is unbreakable."

--- Gen. Paul Selva, commander, U.S. Transportation Command

and displayed at that location.

Chiarello gave the first keynote speech, discussing the eco-friendly initiatives that SIU-contracted TOTE has taken in recent years and touting their new LNG-powered containership as an historic achievement not just for his company, but for the transportation industry as a whole. He then offered remarks about the importance of maritime unions.

"I'd like to thank the unions: the SIU and AMO, who are represented here today," he stated. "Mike and Augie and (AMO President) Paul (Doell) and others, we so appreciate the support that you've given us and helped us work through the various challenges that we've had with this new technology. And the SIU went even beyond that: Mike Sacco actually allowed us to borrow his wife (Sophie) for a couple of days, to both christen and be the godmother for the first vessel that was launched just a few weeks ago."

He also presented a slide show that chronicled the construction of TOTE's latest shipbuilding project, the *Isla Bella*, and highlighted the technological triumphs that made the LNG dream a reality. Bill would be elated to see this crowd," she said. "My husband was a hardworking man, connected to many organizations. He was never a man to expect gratitude in return. He was an outstanding achiever, and dedicated his life to the safety of mariners."

After the award ceremony, Decas spoke about the vital importance of ports to the shipping industry. She also talked about the historical and current importance of seafarers to this nation.

"The merchant marine has been a pillar of this country's foundation, security and continued prosperity," she said. "Our rich maritime heritage dates back to when the *Mayflower* first arrived on our shores, and is linked to the sea, our waterways and harbors."

Lopez offered remarks on the vital work that NOAA does for navigating our waterways and ports, as she gave the history of seafaring as it pertains to mapping and research. She praised merchant mariners, calling them "the backbone of our fleet."

Finally, Shannon discussed some of the important tasks that SIU Government Services Division mariners, among others, are currently undertaking around the world. On the topic of maritime programs, he said, "Our Jones Act, Maritime Security Program and the Voluntary Intermodal Sealift Agreement are lynchpins to maintain our United Statesflag fleet and our trained mariners. We must have these.' He concluded, "I can think of no better way to honor our mariners – past and present – than to continue to ensure that we maintain the United States-flag sealift capability with trained American mariners. It is incumbent upon everyone - Congress, military, the government, labor unions, United States industry and vou - to carry that message to anyonewho will listen '



Piney Point Port Agent Pat Vandegrift (left) and Paul Hall Center Apprentice Anthony Martone give Maritime Day speakers their undivided attention.

While this ceremony partly was a celebration of the bright plans for the future of the maritime industry, it also provided a solemn remembrance of the past.

In between speakers, a ceremony took place awarding three Merchant Marine Medals for Outstanding Achievement to Raymond Ebeling, John Reinhart, and the SIU's own Bill Eglinton, who passed away late last year. The medals are awarded each year to individuals who have made significant contributions to the U.S. Merchant Marine.

Ebeling, founder and former chairman of SIU-contracted American Rollon/Roll-off Carrier and former chairman of the National Defense Transportation

## 14 Seafarers LOG

# July & August 2015 Membership Meetings

Piney Point	Monday: July 6, August 3					
Algonac	Friday: July 10, August 7					
Baltimore	Thursday: July 9, August 6					
Guam	Thursday: July 23, August 20					
Honolulu	Friday: July 17, August 14					
Houston	Monday: July 13, August 10					
Jacksonville	Thursday: July 9, August 6					
Joliet	Thursday: July 16, August 13					
Mobile	Wednesday: July15, August 12					
New Orleans	Tuesday: July 14, August 11					
Jersey City	Tuesday: July 7, August 4					
Norfolk	Thursday: July 9, August 6					
Oakland	Thursday: July 16, August 13					
Philadelphia	Wednesday: July 8, August 5					
Port Everglades	Thursday: July 16, August 13					
San Juan	Thursday: July 9, August 6					
St. Louis	Friday: July17, August 14					
Тасота	Friday: July 24, August 21					
Wilmington	Monday: July 20, August 17					
Each port's meeting starts at 10:30 a.m.						



is using medical marijuana. On the other hand, it's nice that someone is actually laughing at my jokes."



to the jesters' union."

# Dispatchers' Report for Deep Sea

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Guam	6	2	0	1	2	0	0	7	2	(
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Norfolk	22	20	2	14	19	1	12	39	24	4
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Wilmington	23	3	1	15	3	0	5	39	10	
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Baltimore	0	1	0	0	2	0	0	0	1	1
Fort Lauderdale	1	5	1	0	2	1	0	1	7	(
Guam	0	0	0	0	0	0	0	0	0	0

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	Honolulu	0	6	4	0	4	2	1	2	9	6
	Houston	2	10	4	3	8	1	3	7	22	6
	Jacksonville	3	19	8	0	9	1	1	5	26	21
	Jersey City	5	12	1	2	1	1	1	8	33	10
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	Mobile	0	2	1	0	1	0	0	0	1	2
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	Oakland	0	12	4	1	4	0	1	3	22	7
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COBCOM ST	Piney Point	0	1	6	0	0	2	3	0	1	0
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	Tacoma	5	7	5	2	4	4	2	8	9	13
	St. Louis	0	0	0	0	0	0	0	0	0	1
	Wilmington	3	16	5	0	13	2	0	7	18	12
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62015, UCS Wilson	GRAND TOTAL:	664	385	113	464	248	35	280	1,154	683	242
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**July 2015** 

## Seafarers International Union Directory

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

SANTURCE

# Inquiring Seafarer

This month's question was asked to SIU members in Algonac, Michigan.

#### Question: What are your favorite things about being a mariner?



#### Naji Mihakel AB

I enjoy everything about this job. I get to sail around the world, and learn all about different cultures. My father used to tell me stories about his time as a mariner, about how cool his experiences had been, and now I get to experience it myself. On a recent voyage I visited Spain, Japan and Morocco. It was really, really awesome seeing all the unique cultures and people in each country. I have really learned a lot about the world as a Seafarer.

#### Haidarah Ahmed AB

I like being a member of the SIU for the great benefits that come with being union. It's a great job! On the inland Lakes, I can work for [a relatively brief time] and get paid very well. My dad was a mariner for 25 years, and I can see why he stayed a mariner for so long.

#### Asker Abudaker AB

What I like most about being a Seafarer is the ability to see the country. I sail on the Great Lakes, but my last voyage was a deep sea trip to Hawaii. It was a five-day run, and it was a great time. It was interesting to see the difference between deep sea and inland shipping. In all my years in the union, I've never had any problems with the union, only positive experiences.

# Pic From The Past







#### **Mohammed Ali** SA

You get to sail around the world, and see so many things. Members of my family were SIU mariners, and I joined in 2012. Another great thing about the union is the possibilities for career advancement. I hope to become a chief cook soon, through the upgrading process at the Paul Hall Center. That's what I like the most about the SIU: You get lots of chances to better your life.

#### Larry Skowroneck AB

My favorite part is getting to sail to different ports, and seeing different places all the time. I've stayed in the union because the wages and benefits are great, and I've stayed on the Great Lakes because it's close to my home. My two brothers also sailed SIU, and I'm proud to be a Seafarer.

#### **Richard Frederick** *QMED*

Being a mariner is great because it gives you a chance to see other places, and meet a diverse group of people. The union has a lot to offer – from the education and upgrading possibilities to the great benefits – but the best part is the camaraderie. I started out in the deep sea trade, but I switched to Lakes shipping because it was close to home. I've gotten to know a great group of fellow mariners, and they're the reason I'll stay on the Lakes. Out here, I've met the best bunch of guys I've ever known.



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



David Madden only sailed from 1951-53, but he still fondly recalls those days and also keeps tabs on the industry. This photo from 1953 was taken aboard an SIU-crewed Seatrain ship as it passed Savannah, Georgia. Madden, age 19, was sailing as a messman. "I am proud of the SIU and to have been a part of it," said Madden, a novelist. "I'm also proud of what merchant seamen are doing these days." Check out his post-sailing work online at davidmadden.net

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

### 16 Seafarers LOG

# 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

#### **ROBERT BORCHESTER**

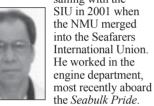
Brother Robert Borchester, 67, joined the SIU in 1990. His first trip was

aboard the PFC William Baugh. Brother Borchester upgraded often at the maritime training center in Piney Point, Maryland. He sailed in the deck

department. Brother Borchester last worked on the Horizon Trader. He calls Wilmington, Delaware, home.

#### **MARINO CALLEJAS**

Brother Marino Callejas, 65, began sailing with the



the Seabulk Pride. Brother Callejas lives in Lynnwood, Washington.

#### JOSEPH CARRILLO

Brother Joseph Carrillo, 59, became a union member in 1980. He initially

worked in the inland division with G&H Towing. Brother Carrillo attended classes frequently at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. He sailed

in the deck department. Brother Carrillo's most recent voyage was on the Green Bay. He makes his home in Alvin, Texas.

#### **INOCENCIO DESAVILLE**

Brother Inocencio Desaville, 68, donned the SIU colors in 1970. He originally sailed with



ille enhanced his skills at the unionaffiliated school on three occasions. The deck department member's last trip was on the York-

Michigan Tankers

Inc. Brother Desav-

town. He was born in the Philippines and settled in Corpus Christi, Texas.

#### KENNETH EVETT

department and most recently shipped on the Houston. He upgraded frequently at the Piney Point school Brother Keklikos resides in Houston.

#### FERDINAND LUGO

Brother Ferdinand Lugo, 76, joined the SIU ranks in 1991. He initially sailed on the Sea Fox. Brother Lugo was born in Puerto Rico. His most recent ship was the Alliance Norfolk. Brother Lugo sailed in the deck department. He calls Jacksonville, Florida, home.

### FORTUNE "HUMBUG" MCCANTS

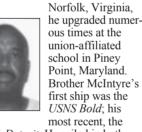
Brother Fortune "Humbug" Mc-Cants, 68, started shipping with the SIU in 1967. He

originally worked aboard the Alcoa Marketer. Brother McCants was born in Mobile, Alabama, and shipped in the engine department. He upgraded in

1977 and 2001 at the union-affiliated school in Piney Point, Maryland. Brother McCants last sailed on the Sunshine State. He continues to reside in Alabama

#### **GERALD MCINTYRE**

Brother Gerald McIntyre, 57, joined the Seafarers in 1991. A native of



Maersk Detroit. He sailed in both the steward and deck departments. Brother McIntyre is a resident of Chesapeake, Virginia.

#### WILBERT MILES

Brother Wilbert Miles, 61, signed on with the SIU in 1970. His first trip was on the Sagamore Hill as

a member of the engine department. Brother Hall often took advantage of educational opportunities available at the union-affiliated school in Piney

Point, Marvland, He most recently sailed aboard the Seabulk Challenge. Brother Miles settled in Mobile, Alabama



employed on the Newark. Brother Nelson shipped in the engine department. His most recent vessel was the USNS Stockham. Brother Nelson is a

resident of Baltimore.

#### ADAM NOOR

Brother Adam Noor, 66, signed on with the union in 1990. His first ship was the Independence; his most recent was the USNS

Seay. Brother Noor often took advantage of educational opportunities available at the Paul Hall Center. He sailed in the engine department. Brother Noor was

born in Singapore and now lives in Brooklyn, New York.

#### ABDULLAH OUN

Brother Abdullah Oun, 65, began shipping with the Seafarers in 1978 His earliest trip was on the SeaLand Exchange. Brother Abdullah sailed in all three departments. A native of Yemen. Brother Oun enhanced his skills in 1987 at the Piney Point school. His most recent voyage was aboard the Maersk Atlanta. He is a resident of Brooklyn, New York.

#### **CRAIG PARE**

Brother Craig Pare, 65, became a union member in 1980. He initially

Brother Pare shipped in the deck department. He upgraded frequently at the union-affiliated school in Piney

Brother Pare last sailed on the Maersk Pittsburgh. He lives in Belgium.

#### **EDWIN RIVERA**

Brother Edwin Rivera, 65, started sailing with the SIU in 1989. His first

trip was on the Anders. A member of the deck department, Brother Rivera enhanced his skills in 2001 at the Pinev Point school. His most recent vovage was aboard the

Edward A Carter.

Ohio. He resides in Cantonment, Florida

#### **RICHARD VOLKART**

Brother Richard Volkart, 67, began shipping with the SIU in 1988. Brother Volkart

originally sailed on the PFC Eugene A. Obregon. His most recent vessel was the Comet. The deck department member enhanced

and 2001 at the Paul Hall Center. Brother Volkart now makes his home in Jefferson City, Missouri.

#### **MOTT WARREN**

Brother Mott Warren, 64, started his seafaring career in 1978. He initially worked in the inland division with Dixie Carriers. Brother Warren is a native of Michigan. The engine department member's final trip was aboard the Manhattan Island. He retired to Forest. Virginia.

#### LAWRENCE WINFIELD

Brother Lawrence Winfield, 64, signed on with the SIU in 1968. He



of the steward department. Brother Winfield attended classes in 1968 and 2001 at the maritime training

center in Piney Point, Maryland. He last shipped on the Maersk Hartford. Brother Winfield is a resident of Virginia Beach, Virginia.

#### INLAND

#### **DOUGLAS CARSON**

Brother Douglas Carson, 60, donned the SIU colors in 1990. He first sailed in the deep sea division aboard the USNS Curtiss. Brother Carson sailed in the deck department. He attended classes on numerous occasions at the Paul Hall Center, Brother Carson's most recent ship was the Innovation. He resides in Canterbury, New Hampshire.

#### **GEORGE DALEY**

Brother George Daley, 64, started shipping with the union in 1981. He originally sailed on the Padre *i*. Brother Daley, an engl department member, enhanced his skills in 1998 at the Piney Point school. Brother Daley last worked with Crowley Towing & Transpor-tation of Jacksonville. He lives in Deltona, Florida.

Brother Lebouef's most recent trip was with Allied Towing. He calls Houma, Louisiana, home

#### MARK PENLAND

Brother Mark Penland, 62, became a union member in 1996 in the port of Houston. He was first employed with Moran Towing of Texas, and sailed in the deck department. Brother Penland took advantage of educational opportunities available at the Paul Hall Center. He last worked with Express Marine Inc. Brother Penland makes his home in Panama City, Florida.

#### **ALVERTIA WEST**

Brother Alvertia West, 62, first donned the SIU colors in 1971. He originally shipped on the Dravo Gulf as a member of the deck department. Brother West's most recent vessel was operated by Martin Marietta. He lives in Fairhope, Alabama.

#### **GARY WHITE**

Brother Gary White, 62, signed on with the union in 1971. He was



born in Connecticut. Brother White shipped in the deck department, most recently aboard the Dodge Island. He upgraded often at the Piney Point school. Brother White calls Nor-

folk, Virginia, home.

#### LAWRENCE WILBANKS

Brother Lawrence Wilbanks, 62, began sailing in the deep sea division in 1991, on the Pioneer Contractor. He worked in the steward department and concluded his career with OLS Transportation. Brother Wilbanks makes his home in Picayune, Mississippi.

#### NATIONAL MARITIME UNION

#### LINTON ACLIESE

Brother Linton Acliese, 66, joined

the NMU before the 2001 merger. He attended the Piney Point school in 2001. Brother Acliese is a resident of Hawthorne, California.



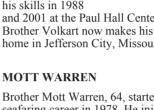
**ZBIGNIEW PRZYBYLSKI** 

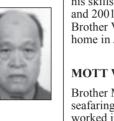


sailed aboard the Cove Leader.

Point, Maryland.

was first employed on the Oberlin Vic-





Brother Kenneth Evett, 65, started sailing with the union in 2006. His first trip was aboard the Maj. Stephen W. Pless. Brother Evett attended classes twice at the SIU-affiliated school in Maryland. The engine department member's most recent vessel was the USNS Algol. Brother Evett is a resident of Sparks, Nevada.

#### NICK KEKLIKOS

Brother Nick Keklikos, 65, became an SIU member in 1992. He initially worked aboard the USNS Algol. Brother Keklikos sailed in the deck

**July 2015** 



#### AISEA MUA

Brother Aisea Mua, 72, joined the union in 2002. His first ship was the Cape Borda.



ments. Brother Mua last sailed on the Keystone State. He calls Alameda, California, home.

### ALAN NELSON

Brother Alan Nelson, 63, joined the Seafarers in 1968. He was originally Brother Rivera settled in Spring Hill, Florida

#### **ISMAEL ROMAN-RODRIGUEZ**

Brother Ismael Roman-Rodriguez, 70, became a union member in 1966. His first ship was the Northern Lights. Brother Roman-Rodriguez attended classes in 2010 at the maritime training center in Piney Point, Maryland. A native of Ponce, Puerto Rico,

Brother Roman-Rodriguez shipped as a member of the engine department and last sailed on the Maersk

#### **ELWIN LEBOUEF**

Brother Elwin Lebouef, 66, joined the SIU ranks in 1992. He initially worked with Dixie Carriers. Brother Lebouef sailed in the steward department. He upgraded in 2002 at the union-affiliated school in Piney Point, Maryland.



#### MICHAEL SOPER

Brother Michael Soper, 65, became an NMU member before the SIU/ NMU merger, in 2001. He makes his home in Kaneohe, Hawaii.





#### **DEEP SEA**

#### NATHAN BENENATE

Pensioner Nathan Benenate, 89, died December 18. He originally shipped

on the Salem Maritime in 1951. Brother Benenate was born in New Orleans. A member of the steward department, he last sailed aboard the Robert E. Lee. Brother Benenate

retired in 1987 and made his home in Laplace, Louisiana.

#### FRANK BENEVENTO

Pensioner Frank Benevento, 94, passed away November 10. He started sailing with the union in



1955. Brother Benevento's first few voyages were aboard ships operated by Calmar Steamship and Marine Oil Service, respectively. A member of the steward

department, he last sailed on a Matson Navigation vessel. Brother Benevento went on pension in 1991 and called Seattle home.

#### **THOMAS BUTERAKOS**

Pensioner Thomas Buterakos, 88, died December 8. Brother Butera-

kos became an SIU member in 1951. He initially shipped on the Steel Architect. Brother Buterakos was born in West Virginia and sailed as a deck department mem-



was aboard the Santa Clara. Brother Buterakos began receiving his retirement compensation in 1982 and resided in Winchester, Virginia.

#### **JACKSON FOREST**

Pensioner Jackson Forest, 86, passed away November 11. He was born in Bosco, Louisiana. Brother Forest was a member of the engine department. He last shipped aboard the OMI Wabash. Brother Forest became a pensioner in 1993 and settled in El Paso, Texas.



the SIU in 1942 in Mobile, Alabama. He initially worked with ISCO Inc. Brother Milne last sailed aboard the OMI Columbia. He shipped in the

engine department. Brother Milne started collecting his retirement compensation in 1990. He was a resident of his native state, Alabama.

### **CARLOS MIRANDA**

Pensioner Carlos Miranda, 82, passed away December 19. Brother

Miranda began sailing with the union in 1966. He originally shipped with CSX Lines. Brother Miranda was born in Puerto Rico and worked in the deck department. His final voyage was

on the Cape Wrath. Brother Miranda retired in 1998 and made his home in Pawtucket, Rhode Island.

#### JESUS RODRIGUEZ

Pensioner Jesus Rodriguez, 79, died October 24. He donned the SIU colors in 1981.

Brother Rodriguez initially shipped aboard the Santa *Mercedes*. He was an engine department member. Prior to his retirement

in 2000, Brother Rodriguez sailed on the Overseas Ohio. He called Moreno Valley, California, home.

#### **GEORGE SAPP**

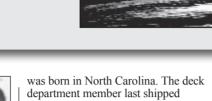
Pensioner George Sapp, 78, passed away December 12. He signed on

with the union in 1970. Brother Sapp's first ship was the Steel Age; his last was the Consumer. The Georgia native sailed in the stew-

ard department. Brother Sapp began collecting his pension in 1999 and lived in Jacksonville, Florida.

#### **ALVIN SMITH**

Brother Alvin Smith, 92, died 4. He joined t



aboard the Cape Hudson. He retired in 1985 and resided in Baltimore.

### WILLIAM TUCKER

Pensioner William Tucker, 83, died November 30. Brother Tucker became a union member in

1951. His first trip was with Sprogue Steamship Company. A native of Mississippi, Brother Tucker sailed in the deck department.

He most recently worked on the Insni-

ration. Brother Tucker started receiving his pension in 1996. He settled in Vero Beach, Florida.

#### FRANCISCO URBINA

Pensioner Francisco Urbina, 89, passed away December 3. Brother Urbina began his



He worked in the engine department. The Texas native last sailed aboard

the Inger. Brother Urbina went on pension in 1990 and lived in Galveston, Texas.

**INLAND** 

#### WILLIAM BOLUK

Pensioner William Boluk, 73, died October 15. Brother Boluk donned the SIU colors in

1973. He originally sailed in the deck department of vessels oper-

ated by Interstate Oil Transportation Company. Brother

Boluk was born in New York. He last sailed with Mariner Towing. Brother Boluk retired in 2003 and was a resident of Sebastian, Florida,

### **HOWARD PLYBON**

Pensioner Howard Plybon, 69, passed away December 20. He

began shipping with the union in 1979. Brother Plybon initially worked in the deep sea division aboard the USNS Potomac. He was a deck department member. Brother Plybon was last employed with Penn Maritime Inc. He made his home in Blue Ridge, Virginia. He became a pensioner in 2010.

Company. He began receiving his retirement compensation in 1982. Brother Tetro was a resident of Ozone Park, New York,

#### WILLIAM UMPHLETT

Pensioner William Umphlett, 91, passed away December 14. Born in Virginia, he

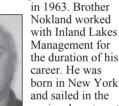
joined the union in 1962. Brother Umphlett originally worked with M Lee Hudgins Associates. He was a member of the deck department. Before retiring in 1990.

Brother Umphlett shipped with Allied Towing. He resided in White Stone, Virginia.

#### **GREAT LAKES**

#### **GERALD NOKLAND**

Pensioner Gerald Nokland, 70, died August 9. He began his union career



the duration of his born in New York and sailed in the engine department Brother Nokland

went on pension in 1999 and settled in Hubbard Lake, Michigan.

#### NATIONAL MARITIME UNION

#### WILLIAM CRUZ

Pensioner William Cruz, 91, died November 23. Brother Cruz was born in Puerto Rico. He became a pensioner in 1967 and called New York home.

#### WILLIAM DOUGLAS

Pensioner William Douglas, 87, passed away December 6. Brother Douglas, a native of Pennsylvania, began collecting his pension in 1987. He resided in New Orleans.

#### **FRANCIS GALLO**

Pensioner Francis Gallo, 91, died December 10. Brother Gallo was born Pennsylvania. He went on pension in 1960. Brother Gallo lived in Milton, Delaware.

born in Trinidad. He began collecting his retirement pay in 1982 and made his home in Queens Village, New York.

#### EDMUNDO LACERDA

Pensioner Edmundo Lacerda, 89, passed away November 30. The New Jersey native retired in 1971. Brother Lacerda called Williamsburg, Virginia, home.

#### LEON LAWSON

Pensioner Leon Lawson, 88, died December 19. Born in the Virgin Islands, Brother Lawson started receiving his pension in 1987. He lived in Bronx, New York.

#### LAWRENCE LYDA

Pensioner Lawrence Lyda, 84, passed away August 18. He was born in Wizard Wells, Texas, and became a pensioner in 1970. Brother Lyda settled in Beaumont, Texas.

#### LUIS MELARA

Pensioner Luis Melara, 83, died November 3. Brother Melara, a native of New York, began collecting his retirement pay in 1983. He resided in Kenner, Louisiana.



#### **ENRIQUE OLIVERAS**

Pensioner Enrique Oliveras, 89, passed away November 16. Born in Puerto Rico, Brother Oliveras went on pension in 1985. He continued to live in Puerto Rico

#### **CYRIL PRESCOD**

Pensioner Cyril Prescod, 101, died December 13. Brother Prescod was born in the British Virgin Islands. He started receiving compensation for his retirement in 1973 and made his home in New Jersey.

#### **CORNELIUS ROBERTS**

Pensioner Cornelius Roberts, 73, passed away November 4. The Virginia native became a pensioner in 2000 Brother Roberts called Suffolk. Virginia. home.

#### JOHN SIMIHTIS

Pensioner John Simihtis, 93, died



#### **GEOFFREY MILLS**

Pensioner Geoffrey Mills, 90, passed away November 21. He started



shipping with the Seafarers in 1953. Brother Mills first sailed with Cabin Tankers. The England native was a deck department member. Brother

Mills' final ship was the *Leader*. He went on pension in 1989 and lived in Wales.

#### **ARTHUR MILNE**

Pensioner Arthur Milne, 89, died December 15. Brother Milne joined in 1958 in San Francisco. Brother Smith was initially employed aboard the Santa Mercedes. He was born in Tennessee and worked in the steward department. He last shipped on the Santa Magdelena and settled in California.

#### LEONARD SPIVEY

Pensioner Leonard Spivey, 93, passed away De-

cember 20. Brother Spivev started sailing with the Seafarers in 1944. He was originally employed with Waterman Steamship Corporation. Brother Spivey



#### WILLIAM TETRO

Pensioner William Tetro, 93, died December 13. He signed on with the union in 1960. Brother Tetro primarily shipped with Penn Central Transportation



#### **RUDOLF GOLDSTEIN**

Pensioner Rudolf Goldstein, 82, passed away November 6. Born in Honduras, Brother Goldstein retired in 1986. He was a resident of Bronx, New York.

#### **JAMES GROSS**

Pensioner James Gross, 86, passed away November 23. Born in Alabama, Brother Gross started receiving his retirement compensation in 1995. He continued to live in Alabama.

#### **CLARENCE HORNE**

Pensioner Clarence Horne, 100, died November 17. Brother Horne was

born in New York. He went on pension in 1975 and was a resident of Montgomery, New York.

#### **MIGUEL VILLEGAS**

Pensioner Miguel Villegas, 85, passed away December 1. He was a native of Puerto Rico. Brother Villegas retired in 1987 and made his home in Bronx, New York.

Name	Age	DOD
Caneja, Manuel	70	Nov. 29
Ciriaco, Ivan	89	Dec. 8
Cortes, Andres	93	Dec. 3
Slade, Jerome	69	Sept. 3
Wimberly, Billy	82	Nov. 12
Zunde, Karl	94	Dec. 17

#### Seafarers LOG 18

# 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.

#### CAPT. STEVEN L BENNETT

(Sealift), March 22 – Chairman Nagi A. Musaid, Secretary Lionell P. Packnett, Deck Delegate Emmanuel Wade, Steward Delegate David Halim. Chairman reported crew compensated for lack of AC. Educational director urged everyone to enhance skills at the maritime training center in Piney Point, Maryland. No beefs or disputed OT reported. Steward department was thanked for doing a great job during voyage.

### **GLOBAL SENTINEL** (Trans-

oceanic Cable Ship), April 27 - Chairman Lee H. Hardman, Secretary Vicki L. Haggerty, Educational Director Vladimir Tkachev, Deck Delegate David Weeks, Steward Delegate Christopher Hopkins. Bosun thanked crew for working together and urged mariners to stay up to date with necessary seafaring documents. He also reminded them about company requirement for notification about last day of work. Two bikes belonging to crew are locked on the dock. Educational director encouraged all members to take advantage of upgrading opportunities available at the Paul Hall Center in Piney Point, Maryland. No beefs or disputed OT reported. Crew members are pleased with new chairs.

HORIZON RELIANCE (Horizon Lines), April 29 - Chairman Kissinfor N. Taylor, Secretary Tommy E. Belvin, Educational Director James Donohue, Deck Delegate Rene Rafer. Bosun expressed gratitude to the engine department and to the daymen for working with him in China shipyard. Secretary reported shipyard workers did a great job on the vessel and crew members are pleased. Educational director reminded mariners to upgrade at their earliest convenience. No beefs or disputed OT reported. It was reported that new washing machine was received while in

China. Suggestions were made regarding vacation benefits and steward department was thanked for a job well done.

MAERSK HARTFORD (Maersk Line, Limited), April 26 - Chairman Carev J. Hatch. Secretary Johnnie B. McGill, Educational Director Nakesha L. Miller, Deck Delegate Dennis Byrne. Chairman announced payoff April 27 in Newark, New Jersey. Secretary reported smooth sailing and said fresh provisions would be received upon arrival in Newark. Educational director urged members to enhance skills at union-affiliated school. No beefs or disputed OT reported. Request was made for new mattresses and to have vacation checks direct deposited.

MAERSK MISSOURI (Maersk Line, Limited), April 15 - Chairman John O' Shaughnessy, Secretary Billy Gigante, Educational Director Jerome D. Culbreth, Deck Delegate Travis Long, Engine Delegate Jeffery Roddy, Steward Delegate Husain Salah. Chairman reported smooth voyage and thanked crew for hard work. Secretary reminded mariners to leave cabins clean for reliefs. Educational director recommended upgrading in Piney Point and keeping all documents up-to-date. No beefs or disputed OT reported. Steward department was credited for excellent job. Next ports: Elizabeth, New Jersey; Norfolk, Virginia; Charleston, South Carolina; Miami and Houston.

**OVERSEAS NIKISKI** (OSG Ship Management), April 25 – Chairman **Aristeo M. Padua**, Secretary **Amy K. Rippel**, Educational Director **Benjamin E. Mathews**, Deck Delegate **Arnel Resurreccion**, Engine Delegate **Ali Mohamed**. Chairman expressed gratitude for all departments working well together. Educational director discussed

## USNS Henson Hosts Dignitaries



## With Seafarers on Alaskan Navigator



These photos are from a May 28 servicing of Alaska Tanker Company's *Alaskan Navigator* in Richmond, California. Chief Steward Albert Sison and Chief Cook Steve Concepcion are pictured in the galley (photo below), while the larger group photo above includes (from left) Patrolman Nick Marrone II, AB Michael Ostrowski, Recertified Bosun Gregorio Cudal and AB Manuel Enrico.





Seafarers Health and Benefits Plan's enhanced eligibility rules for benefits. No beefs or disputed OT reported. Crew would like whole bean coffee and a coffee grinder in mess hall. Steward department was thanked for keeping ship cleaned and stocked.

HORIZON PACIFIC (Horizon Lines), May 25 – Chairman Manolo Delos Santos, Secretary Robert P. Mosley, Educational Director Samuel Garrett, Deck Delegate Venerando Ramos, Engine Delegate Rommel Crespo. Bosun talked about new car carrier going from San Diego to Hawaii. He thanked crew for a job well done. Secretary mentioned importance of keeping all shipping documents updated and reminded them to donate to Seafarers Political Activity Donation (SPAD). Educational director encouraged all members to take advantage of upgrading opportunities available at the Paul Hall Center in Piney Point, Maryland. Treasurer reported \$318 in cookout fund. No beefs or disputed OT reported. President's report from *Seafarers LOG* was read and discussed. Crew gave a vote of thanks to President Sacco and his staff. Members would like the option to have direct deposit of

vacation pay. A recommendation was made to call vacation pay, supplemental wage. Suggestions were also made pertaining to dental and pension benefits. Steward department was thanked for great food and cookouts. Next ports: Los Angeles and Honolulu.

LIBERTY GLORY (Liberty Maritime), May 31 - Chairman Mark S. Lance, Secretary Fausto D. Aranda, Educational Director Raul A. Quioto, Deck Delegate Justice Agha Kuofie, Steward Delegate Angel Bernardez. Chairman went over ship's Secretary expresse gratitude to all departments for helping each other. Educational director advised mariners to attend classes at the Piney Point school and watch document expiration dates. No beefs or disputed OT reported. Crew talked about recent decision to enhance eligibility under Seafarers Health and Benefits Plan. Next port: New Orleans.

**Erausquin**, Steward Delegate **Charles Davis**. Chairman stated payoff to take place on May 11 in Newark, New Jersey. He asked departing crew to leave rooms clean and supplied with fresh linen. Educational director urged everyone to enhance skills at the maritime training center in Piney Point, Maryland. No beefs or disputed OT reported. Recommendation was made to increase pension benefits. New mattresses were requested for crew.

#### MAERSK KENSINGTON (Maersk Line, Limited), May 16 – Chairman Abdulla R. Abwaseem Secretery Cleto S

Seafarers teamed up with AMO members aboard the Maerskoperated *USNS Henson* to dress ship for a VIP reception May 13 in Yokosuka, Japan. According to a report from the vessel, the reception was hosted by Rear Adm. Timothy Gallaudet, commander, U.S. Naval Meteorological and Oceanographic Command. U.S. guests included Vice Adm. Robert Thomas, commander, Seventh Fleet, and Rear Adm. William Merz, commander, Task Force 74. Japanese guests included Adm. Tomohisa Takei, chief of staff, Maritime Self-Defense Force, and the mayor of Yokosuka, Yuto Yoshida. Civilian guests included representatives from the Office of Naval Research, and representatives from the U.S. embassy in Tokyo.

*MAERSK CHICAGO* (Maersk Line, Limited), May 10 – Chairman **Mohamed S. Ahmed**, Secretary **Richard K. Ward**, Educational Director **Reginald E. White**, Deck Delegate **Neftali** 

Alwaseem, Secretary Cleto S. Lindong, Educational Director Barry C. Knowles, Deck Delegate Eddie Ebanks, Engine Delegate James Castillo, Steward Delegate Cesar Avila. Bosun thanked crew members for their hard work and professionalism. Secretary expressed gratitude for everyone helping keep ship clean. Educational director reminded mariners to upgrade at their earliest convenience, watch document expiration dates and keep dues paid. No beefs or disputed OT reported. Request was made for heavy duty washing machine and dryer. Suggestion was made pertaining to vacation benefits.

## **July 2015**

# **Retired Mariner Recalls Days at Sea**

#### Continued from Page 10

flora and fauna, much of which cannot be found elsewhere.

#### New Guinea and the West Pacific Area

We left Balboa in the early morning, and a few miles out of the harbor we were forced to drop anchor for an engine repair. It was a warm, sunny day and we received permission to go swimming. The bosun tossed a Jacob's ladder over the side and about six or seven of us jumped overboard. The water was warm and we appreciated the chance to do a little saltwater bathing.

Within a short time an officer on the bridge called down for everyone to get out of the water at once. There was shark activity in the area. It was difficult for six or seven guys to get on a Jacob's ladder all at once, but we tried. Sharks! It was every man for himself in an attempt to get out of the water.

That was the last time we went for a swim in deep waters off the side of our ship.

Our first port of call in New Guinea was Lae, made famous by being Amelia Earhart's last stop before becoming lost en route to Howland Island. We were in Lae less than a day when we were ordered north to Finschafen. From there we were ordered north to Hollandia where General McArthur's headquarters was located. We no sooner dropped anchor when we were ordered to go further north to take on fresh water in the little port of Tamara Bay.

It was Christmas Eve 1944, a hot muggy day and my first Christmas away from home – the first and only time I felt nostalgic while at sea. I wondered what my parents, brothers and sisters were doing this Christmas holiday.

There was a sandy beach near the dock and the seawater looked clear and cool, and we asked permission to go for swim. The answer was an emphatic "no." Word had been received that a few days before a sailor lost his leg to a barracuda.

It was hot, very hot. We were about two degrees south of the equator. Air conditioning was unheard of and there were no portholes below the main deck. Most of the crew slept on deck in cots with an overhead waterproof canvas cover attached to their cots and supported by 2x4s. The officers' cabins were on the main deck or above and they could open their portholes; no light at night.

The Navy gunners staged an initiation ceremony for all hands who were crossing the equator for the first time. It was a relatively harmless ritual: had to crawl through a wind funnel, a few soft whacks on the behind and some whitewash on the body. When it was over we were issued the Trusty Shellback Card.

It was Christmas Eve, and our benevolent captain went aboard the ship tied next to us, just as she was preparing to leave, and made a deal with her captain to buy cases of beer. Once the crew heard about this transaction, there was no shortage of volunteers to help bring it aboard. It was stored in our food refrigerator until evening when we were given the opportunity to buy as many cans as we liked for 10 cents a can.

A few crew members abused the captain's Christmas present and thereafter, the beer was handled by the U.S. Navy leading gunner's mate, who sold it for 10 cents a can on Sunday afternoons with a limit of two cans per man.

Christmas morning we got permission to go ashore, provided we stayed together and were accompanied by armed escorts. Two armed gunners went with us. Keep in mind, New Guinea had not yet been secured and wouldn't be until the end of the war.

A group of naked black children greeted us a short distance within the jungle. I thought they were pygmies due to their extended stomachs. The purser, who was with us said, "No, they're not pygmies, they're suffering from malnutrition."

Back on board, the chef, as a Christmas offering had repeated Sunday's dinner and feasted us with baked ham and roast turkey.

To Be Continued



Some of the currency from Woods' last stop in Panama

# Know Your Rights

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

**TRUST FUNDS.** All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters 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.

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. **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.

#### SEAFARERS POLITICAL ACTIV-ITY 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.







Save Now! Call 1-888-667-7779

or visit: UnionPlus.org/ **Flowers** 

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.

EDITORIAL POLICY - THE SEA-FARERS 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

**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. **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

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# Paul Hall Center Upgrading Course Information

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

Please note that this schedule may change to reflect the needs of the membership, the maritime industry and - in times of conflict - national security.

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

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

Title of Course	Start Date	Date of Completion						
Deck Department Upgrading Courses								
ARPA	August 8	August 14						
Able Seafarer-Deck	August 15 October 10	September 11 November 6						
ECDIS	July 18 August 29 November 14	July 24 September 4 November 20						
Fast Rescue Boat	July 25 August 15	July 31 August 21						
GMDSS	August 8 October 24	August 21 November 6						
Lifeboat	July 18 August 15 September 12 October 10 November 7 December 5	July 31 August 28 September 25 October 23 November 20 December 18						
Radar	July 25	August 7						
RFPNW	September 12	October 9						
Tanker Familiarization DL/LG	September 12	September 25						
Tanker Familiarization LG	July 25 August 8 October 3 December 12	July 31 August 14 October 9 December 18						
Tank Pic Barge	October 3	October 9						
<b>Engine Department Upgrading Courses</b>								
BAPO	September 12	October 9						
FOWT	August 15 October 10	September 11 November 6						
Junior Engineer	October 17	December 11						

1	Title of Course	Start Date	Date of Completion						
e	Machinist	September 26	October 16						
r	Pumpman	October 17	October 30						
e r r D	Welding	August 1 September 19 October 24	August 21 October 9 November 13						
1	Safety Upgra								
	Advanced Firefighting	August 22 November 7	August 28 November 13						
_	Basic Firefighting/STCW	July 18 August 15 September 5 September 26 October 31 December 5	July 24 August 21 September 11 October 2 November 6 December 11						
	Government Vessels #1	August 8 September 12 October 24 November 28	August 14 September 18 October 30 December 4						
	Medical Care Provider	August 29 November 14	September 4 November 20						
	<b>Steward Department Courses</b>								
	Advanced Galley Ops	August 1 August 29 September 26 October 24 November 21	August 28 September 25 October 23 November 20 December 18						
	Chief Steward	September 12 December 5	October 23 January 15						
	Galley Ops	July 18 August 15 September 12 October 10 November 7 December 5	August 14 September 11 October 9 November 6 December 4 January 1						
	Serve Safe	September 26	October 2						

### NMC Website Provides Useful Mariner Resources

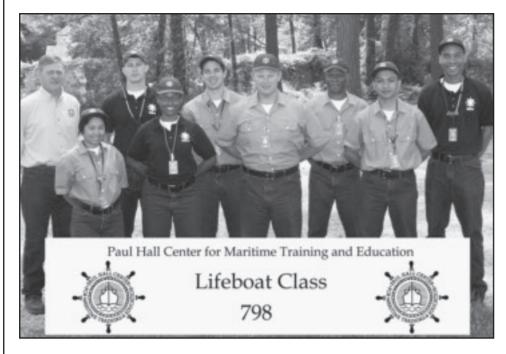
The National Maritime Center (NMC), the licensing authority for the U.S. Coast Guard, offers a comprehensive website covering mariner credentialing, medical guidelines and much more. The site features a wide range of applications and forms, deck- and engine-department exam information, lists of Coast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

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

UPGRADING APPLICATION	COURSE	START DATE	DATE OF COMPLETION
Name		DAIL	COMFLETION
Address			
Telephone (Home) (Cell)			
Date of Birth			
Deep Sea Member 🗆 Lakes Member 🗆 Inland Waters Member 🗆			
If the following information is not filled out completely, your application will not be processed. Social Security # Book #			
Seniority Department			
Home Port	LAST VESSEL:		Rating:
E-mail			
Endorsement(s) or License(s) now held	Date On:	Date Off:	
	SIGNATURE	D	ATE
Are you a graduate of the SHLSS/PHC trainee program? □ Yes □ No If yes, class #	SIGNATURE	D	AIL
Have you attended any SHLSS/PHC upgrading courses?  Yes  No If yes, course(s) taken	NOTE: Transportation will be paid in original receipts and successfully com port agent before departing for Piney application to: Paul Hall Center for M Box 75, Piney Point, MD 20674-0075	plete the course. If you Point. Not all classes a faritime Training and J	u have any questions, contact your re reimbursable. Return completed Education Admissions Office, P.O.
With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seatime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back or relevant pages of merchant mariner credential, front page of your union book indicating your department and seniority, qualifying seatime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.	The Seafarers Harry Lundeberg Scho ing and Education is a private, non-profi otherwise qualified, of any race, nationa regard to admission, access or treatment	t, equal opportunity inst lity or sex. The school	titution and admits students, who are complies with applicable laws with

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# Paul Hall Center Classes



**Apprentice Water Survival Class #798 –** Eight Phase I apprentices finished their requirements in this course May 8. Graduating (above, in alphabetical order) were: Christopher Anderson, Phillip Best, Ryan Brandle, Mark Espinosa, Simona Evans, Matthew Hinton, Shawn Mitchell and Delia Peters. Class instructor Tom Truitt is at the far left.



**Water Survival** – Ten upgraders graduated from this course May 8. Successfully completing all of their requisites (above, in alphabetical order) were: Travis Abbott, Elias Bonefont, Michael Cox, Corey Hann, Kacey Hare, Corey Hornig, Kyle Knickerbocker, Jonas Libang, James Rushin and John Schmidt. Class instructor Tom Truitt is in the center. (Note: Not all are pictured.)



**Welding** – Four upgraders completed the enhancement of their skills in this course May 15. Those graduating (above, in alphabetical order) were: Alexander Capellan, James Fells, Antonio McAdams and Mario Moralita. Chris Raley, their instructor, is at the far right.



**Marine Electrician** – Four Seafarers finished their requirements in this course May 15. Graduating (above, in alphabetical order) were: Eric Cunanan, Lon Maduro, Frank Sambula and Anatoli Vetsinov. Class instructor Jay Henderson is at the far right.



**ECDIS** – The following upgraders (above, in alphabetical order) graduated from this course May 15: James Dixon Sr., Eric Dukett, Thomas Elkowitz, Gerald Freeman, Hector Guzman, Patrick Hewitt and John Jackson. Their instructor, Patrick Schoenberger, is at the far right.



**GMDSS** – Six upgraders graduated from this course May 29. Completing their requirements (above, in alphabetical order) were: Hector Fernandez Curbelo, Benigno Gonzales Jr., Patrick Hewitt, Melvin Kennedy Jr., James Knute and Jarred Moylan. Class instructor Brad Wheeler is at the far right.

farers finished this course May 22. Graduating (photo at right, in alphabetical order) were: Mahdi Ali, Arthur Bailey, Danielle Brown, Lorenzo Finley, Stacy Fulcher, David Garrett, Isaac Lesh, Jean Lozada, Demarkus McNabb, Carlos Mohler Vega, Michael Montanez, Jaquel Nesmith, James Parker, Cesar Rivera-Polanco, Anne Scott, Mario Standberry and Shewanna Stephenson. Their instructor, John Wiegman III, is in the front row at the far left.





**Chief Steward –** Stewatd Department Upgrader Terrell McMillian (above) graduated from this course May 5.

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# Paul Hall Center Classes



**Basic Firefighting** – Fourteen individuals finished their requisites in this course May 15. Graduating (photo at left, in alphabetical order) were: James Armer, Jason Bentz, Alfonso Bombita Jr., Jovita Carino, Stanley Golden, Eric Johnson, Bruce Korte, Nathaniel Leary, Ross Lyle Jr., Anthony Pace, Rahjahn Sorey, McKinley Thorne, Victorino Viernes and John Yi. Class instructor Mark Cates is at the far right. (Note: Not all are pictured.)







**Special Basic Firefighting** – The following upgraders (above, in alphabetical order) graduated from this course May 15: Travis Abbott, Michael Cox, Kacey Hare, Kyle Knick-enbocker, Patricia Ricks, James Rushin and John Schmidt. Wayne Johnson Jr., their instructor, is at the far right. (Note: Not all are pictured.)

**Combined Basic & Advanced Firefighting –** Seven Seafarers finished this course May 8. Those graduating (above, in alphabetical order) were: Anthony Goddard Sr., Benigno Gonzales Jr., Eric Johnson, Melvin Kennedy Jr., James Knute, Kreg Stiebben and Lamar Walton. Class instructor John Thomas is at the far right.



**Machinist** – The following upgraders (above, in alphabetical order) completed their requirements in this course May 8: Edgar Dionio, Tsawang Gyurme, Gregory Howard, Larry Locke Jr., Patrocinio Maglinte, Michael Maldonado, William Mercer, Rodolfo Opinaldo, Richard Striverson and Jimmie Williams Jr. Their instructors, Jim Shaffer and Paul Joiner, are in the back row at the far left and far right, respectively.



**Medical Care Provider** – Four Seafarers completed the enhancement of their skills in this course May 15. Graduating (above, in alphabetical order) were: Benigno Gonzales Jr., Melvin Kennedy Jr., James Knute and Kreg Stiebben. Mike Roberts, their instructor, is at the far left.

Tank Ship Familiarization DL/LG - The following Phase III apprentices oto at right in alph betical order) graduated from this course May 15: Zarinah Bullard, Kem Burton, Marcus Carrasquillo, Luis Cordero-Fuentes, Christopher Dault, Bakari Dickerson, Jasen Flippin, Steven Gedrich, Thomas Johnson, Reisa Martinez-Serrano, Martin McDonald, Ryan Melvin, Melody Mitchell, Justin Nicholson, Kenneth Otten, James Pascocello, Jophrey Pelingon, Efren Ramos-Sosa, Kalai Robledo, Dylan Sapp, Sharray Turner and Miguel White. and Damon Zschoche.



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OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS



Sporting its new name, the Ocean Grand docks in Houston.



OS Jing Hui Huang, AB Muafa Musad, Recertified Bosun Eddie Hall



AB Celso Castro



AB Richard Crutchfield



# **Ocean Grand Reflags American**

SIU members are sailing aboard the newly reflagged heavy lift ship *Ocean Grand*, a replacement vessel for the *Ocean Charger*. Formerly sailing under the Marshall Islands flag as the Industrial Grand, the Öcean Grand hoisted the Stars and Stripes and got a new name in

Houston during a four-day period from late May to early June. Built in China and delivered earlier this year, the vessel is 560 feet long, has a beam of 83 feet and can sail at 17 knots. It is equipped with three cranes with a combined lifting capacity of up to 900 metric tons. The 20,000 DWT general cargo carrier is being operated by Crowley for Intermarine. Its trade route is worldwide, and the vessel is suitable for loading project cargo as well as military and Food Aid cargo, according to Crowley.

The crew photos on this page were submitted by SIU Houston Safety Director Kevin Sykes.



**QMED** Charles Wescott



Electrician George Rose





The ship is pictured earlier this year when still sailing as the Industrial Grand.

Chief Steward Robert Brooks, ACU Raford Nixon