

SEAFARERS LOG

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

Cape Ray Neutralizing Syrian Chemicals

International Mission Expected to last 60 Days

In early July, the SIU-crewed *Cape Ray* received chemical materials from Syria for neutralization at sea. In photo below, the Keystone-operated vessel takes on a container from a Danish cargo ship at the Medcenter Container Terminal in Italy. The photo at right shows containers of bleach regents (which break down chemical agents) positioned on the *Cape Ray*. Page 3. (Both photos courtesy U.S. Navy)



USNS Montford Point Shows off Capabilities

USNS Bob Hope Joins MLP1 for Exercise

The SIU-crewed *USNS Montford Point* (MLP1) (background photo) recently demonstrated its capabilities during a large military-support exercise that began off the West Coast. The Ocean Shipholdings-operated vessel also teamed up with another SIU-crewed ship – the *USNS Bob Hope* (operated by General Dynamics American Overseas Marine) – to test its resources before the formal start of the Rim of the Pacific exercise. In this U.S. Navy photo, the *Montford Point* utilizes its float-on/float-off technology to bring aboard a Navy boat known as a landing craft air cushion. Pages 8-9.



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President's Report

Need for Preparedness Remains Great

Although our nation is trying to wind down military actions in Iraq and Afghanistan, anyone who keeps up with the news can clearly see that the United States cannot afford to be complacent about our security.

Whether you're watching TV or listening to the radio, turning the pages of a newspaper or magazine, clicking links on a computer screen, or swiping on a smartphone or tablet, stories from around the globe – including Syria, Israel, and Ukraine – offer daily reminders of why we must maintain strong defense capabilities.



Michael Sacco

One of the best parts about speaking up for the SIU and the U.S. Merchant Marine as a whole is that we're a proven, dependable component of America's national security. Our members are patriots. Our members deliver the goods.

In modern times, we've transported well over 90 percent of the cargoes needed by our troops in Operation Iraqi Freedom and Operation Enduring Freedom. We delivered humanitarian aid when natural disasters struck in Haiti and Japan and here at home in New York, New Jersey and New Orleans.

The SIU has supported our troops in every single conflict since our founding in 1938. We were part of the incredible, historic sealift effort that helped decide World War II. We were there again for Korea and Vietnam, for the first Persian Gulf War and for other lesser-known, but still important missions.

And the U.S. Merchant Marine altogether, as many of you know, has served our country literally since America's earliest days. The official flag of the U.S. Merchant Marine includes the date 1775.

America still needs trained citizen mariners, ready to mobilize at a moment's notice. We need new ships, built by American workers, to handle our Defense needs. We need upgraded port infrastructure to accommodate those vessels and the expected surge in international trade. Those are just some of the reasons why we need to fully maintain important programs like Food for Peace, the Maritime Security Program, the Jones Act, and agencies such as the Export-Import Bank.

There may be a tendency at times to think that as a nation we can relax, but America cannot afford to do so. We also can't afford to continue neglecting – and in some cases, attacking – our own maritime industry. Mariners can't be trained overnight. Ships can't be built overnight. With enough cutbacks we'll reach a point when we're no longer a maritime nation, and that's an unacceptable future for the greatest nation in the world.

Register and Vote

One of the most important ways Seafarers help make the case for maintaining a strong American-flag fleet is through your consistently outstanding work in all segments of the industry. A couple of recent high-profile examples are featured in this edition of the *LOG*: the *Cape Ray's* disposal of Syrian chemicals, and the *USNS Montford Point's* participation in a big, multinational maritime exercise focused on military support. (The *USNS Bob Hope* did outstanding work, too, in helping ready the *Montford Point* for the exercise.)

Seafarers have another important duty in just a few months that's also vital for our union and our industry: voting for pro-maritime candidates on Election Day. Notice I didn't say any particular party; I said pro-maritime candidates. Make sure you're registered and please get out to the polls on November 4, or make arrangements to vote absentee if you'll be at sea. If you can donate some time for grassroots support, please do so. If you're unsure if your voter registration is current, don't wait until the last minute to find out. Check with your local election board or registrar online or in person, or start at the website www.usa.gov.

Information about SIU-backed candidates is available at the union halls, in the *LOG* and on our website and social media pages. Check with your port agent if you need more details.

One way or another, every single program that helps keep our industry afloat depends on political support. That's why we back candidates at every level of government – regardless of party – who support the U.S. Merchant Marine.

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

Senate Confirms Maritime Administrator

The U.S. Senate confirmed Paul "Chip" Jaenichen as U.S. maritime administrator on July 15. He had been serving as acting administrator since June 2013 and previously was the agency's deputy administrator for a year.

Prior to his first appointment at the Maritime Administration (MARAD), which is part of the Department of Transportation, Jaenichen was a career U.S. Navy officer. He served 30 years and reached the rank of captain. Most of his time was spent stationed on nuclear submarines; his final assignment was as deputy chief of legislative affairs for the Navy from October 2010 to April 2012.

"Chip Jaenichen has been a real fighter for the U.S.-flag fleet," said SIU President Michael Sacco. "He understands our industry's needs. I am glad the Senate has confirmed him to lead the Maritime Administration."

The American Maritime Partnership (to which the SIU is affiliated), a coalition considered the voice of the domestic maritime industry, also applauded the confirmation.

"AMP members appreciate Administrator Jaenichen's understanding that a strong domestic maritime industry is critical for U.S. economic, national and homeland security and that this essential industry is best supported by maintaining the Jones Act, which serves as the foundation of the nation's vibrant domestic maritime policy. We look forward to working with him to ensure that the American maritime sector can grow and thrive as we proudly continue our service to the nation," said AMP Chairman Thomas A. Allegretti.

Jaenichen's military awards include the Defense Superior Service Medal, Legion of Merit (four awards), Meritorious Service Medal (three awards), Navy-Marine Corps Commendation Medal (five awards) and the Navy-Marine Corps Achievement Medal (two awards).

In a speech last year at the AFL-CIO Maritime Trades Department convention, Jaenichen described people from all segments of the maritime industry as "the backbone of American prosperity. We are a maritime nation; that's not ever going to change. The men and women that you support in the industry at sea and also those who work ashore



Chip Jaenichen
U.S. Maritime Administrator

to support those folks and everybody who's earning an income to support their families – that's what's important and that's why we're here."

More recently, at this year's National Maritime Day observance in the nation's capital, Jaenichen stated, "We have long depended on the contributions of our American merchant mariners and the maritime industry. They have enabled our nation to build economic strength, to provide vital sealift capability and the capability to support our armed forces and advance humanitarian missions worldwide. We will continue to rely on our commercial ships, our maritime infrastructure. Our mariners will rise to the task without fail and without any fanfare."

MARAD's functions include helping maintain a viable U.S. Merchant Marine.

Amendments Aim to Help Lakes Dredging

The House of Representatives is trying to do its part to help end the dredging crisis on the Great Lakes.

A series of amendments to the Energy and Water appropriations bill recently passed in the House, one of which mandates that the Great Lakes navigation system receive a 10 percent increase in funding for dredging. This increase was promised prior legislation; the amendment was co-authored by Congressmen Sean Duffy (R-Wis.) and Mike Kelly (R-Pa.).

Duffy's district includes the Port of Superior, while Kelly's includes the Port of Erie. Ships servicing those locations (among others in the Great Lakes region) have not been able to transport full loads in decades, due to sediment clogging the ports.

The results are taking a long-term toll on the U.S. economy. For instance, because of the under-capacity loads, the total cargo hauled on the Great Lakes this season through June was 27 million tons, a decrease of 17.4 percent from last year. Some of that decline is due to a harsh winter and ice formations, but lack of dredging is a major factor as well.

In mid-July, Glen Nekvasil, secretary of the Great Lakes Maritime Task Force (to which the SIU is affiliated) stated, "This amendment leaves no doubt that Congress fully intends for the Army Corps of Engineers to allocate 10 percent of harbor maintenance funding provided above the 2012 baseline. This, plus the increase in Corps funding nationwide passed last week, keeps us moving steadily toward our goal of vessels once again carrying full loads."

In a separate amendment to the appropriations bill, Great Lakes legislators were critical in increasing the Army Corps of Engineers' national budget by nearly

\$58 million. This additional funding would raise the Corps' national dredging budget to the amount also specified in the Water Resources Reform and Development Act of 2014.

James H.I. Weakley, president of the Lake Carriers' Association, said, "That legislation designates the Lakes as a system in terms of dredging and increases spending from the Harbor Maintenance Trust Fund. Passage could not have come at a better time, for it is clear higher water levels cannot themselves restore the Great Lakes navigation system to even functional, let alone project dimensions. Only increased funding will end the dredging crisis on the Great Lakes."

The amendment was authored by Rep. Bill Huizenga (R-Mich.) and Rep. Janice Hahn (D-Calif.).

SIU Political and Legislative Director Brian Schoeneman pointed out, "We have been working on getting more funding for dredging in the Great Lakes for years now, and we finally reached a critical mass on the issue. It's good to see that we got these amendments through the House, and I look forward to the appropriations bill being passed by the Senate."

The Energy and Water Development and Related Agencies Appropriations Act was referred to the Senate Appropriations Committee July 14.

Following passage of the amendments, Rep. Huizenga said, "Properly dredged harbors along the Great Lakes are critical to Michigan's economy and vital to job creation throughout Michigan."

Rep. Rick Nolan (D-Minn.) also focused on the dredging crisis, saying that the Great Lakes "are operating at 80 percent of capacity. It's costing us \$3 billion in annual business, jobs, growth and income."

First Meeting in Jersey City

Seafarers and officials gather for a photo after the first membership meeting at the new hall in Jersey City, N.J. (which took place July 8). As previously reported, the new facility is located at 104 Broadway; it opened June 16.



Cape Ray Continues Neutralizing Syrian Chemical Materials

SIU members aboard the Keystone-operated *Cape Ray* are continuing their work in support of a lengthy international mission to safely get rid of materials from Syria's chemical stockpile.

In a briefing with reporters July 18 in Washington, D.C., Pentagon Press Secretary Navy Rear Adm. John Kirby stated, "As of this morning, the crew has neutralized just over 15 percent of the DF (methylphosphonyl difluoride), which is a sarin precursor. This amount has been verified by the international Organization for the Prohibition of Chemical Weapons (OPCW)."

As previously reported, the *Cape Ray* – part of the U.S. Maritime Administration's Ready Reserve Force – left Portsmouth, Va., in January with a crew of 36 civilian mariners, more than 60 chemical weapons specialists from the U.S. Army, security personnel and representatives from the U.S. European Command. The ship sailed to Rota, Spain, and remained docked there from February to late June, when it headed for the Italian port of Gioia Tauro.

In Italy, the *Cape Ray* received 600 tons of chemicals from Danish and Norwegian ships before taking the materials to an undisclosed location at sea. Using state-of-the-art equipment that had been installed aboard the *Cape Ray* beginning last year, shipboard personnel in early July started the process of neutralizing the chemicals.

The neutralizing technique uses field-deployable hydrolysis systems that mix the chemicals in a titanium reactor so they become inert, the Department of Defense

(DOD) reported. A safe pace of neutralization operations is expected to increase gradually, Pentagon officials added, and the total process is expected to take about 60 days.

According to the DOD, the second material scheduled to be neutralized is sulfur mustard, also known as HD.

While the *Cape Ray's* exact location isn't being publicized, the Pentagon is posting periodic updates about the mission online, and has a portion of its website dedicated to the operation. In the most recent post before press time for the *LOG*, the DOD reported, "Syria delivered 1,300 metric tons of chemical materials for neutralization. The *Cape Ray* teams will neutralize 600 tons, and the byproducts, called effluent, will be sent to Finnish and German facilities to be destroyed. The remaining 700 tons of material will be delivered to commercial and government facilities in Europe and the United States for neutralization.

"While the leftover neutralized material will be considered hazardous waste, it cannot be used to make chemical weapons," the post continued. "Joint chemical weapons teams from the OPCW and the United Nations began securing Syrian chemical sites in early October, and the Syrian government gave up the last of its declared chemical stockpiles June 23."

SIU members sailing aboard the *Cape Ray* include ABs **Walter Ott, Jerry Sobieraj, Shaun Wood, Timothy Squire, William Lima, and Mark Brownell**, QEEs **Kevin Quinlan and**



James Lance, a waste handler assigned to the *Cape Ray*, monitors a hose filling a tank that's part of a field-deployable hydrolysis system installed on the Keystone-operated ship. This mid-June practice operation happened in Rota, Spain.

Mark Maduro, Oilers Joel Bell, Fatim Rashed and John Gryko, GVA Alexander Rodriguez, Steward/Baker Edward Banks, Chief Cooks Alba Ayala, Marcus Logan and Anthony Rutland, and SAs Cornelius Taylor, Kevin Arroyo, Sheneisha Thompson, and Naziruddin Patankar.



Mariners aboard the *Cape Ray* help ready the vessel to dock at the Medcenter Container Terminal in Gioia Tauro, Italy.



The SIU-crewed *Cape Ray* enters the Medcenter Container Terminal July 1 in Italy. (U.S. Navy photos by Desmond Parks)



Crew members lower the *Cape Ray's* starboard lifeboat during a routine maintenance check in early June in Rota, Spain.

Widespread Support Voiced For U.S. Export-Import Bank

American maritime labor is continuing its vigorous push to spur congressional reauthorization of the United States Export-Import Bank, and many others also have recently voiced support.

The SIU and other maritime unions have pointed out the Export-Import Bank (sometimes abbreviated as Ex-Im) is very important to the U.S. Merchant Marine. It is a valued source for good American jobs in the maritime industry and in other sectors of the U.S. economy.

SIU President Michael Sacco, in his role as president of the AFL-CIO's Maritime Trades Department, recently sent a letter to Congress urging reauthorization. He pointed out cargo generated by Ex-Im funding must be transported aboard U.S.-flag vessels, which means tens of thousands of jobs for American citizens throughout the country. These ships and their crews are a vital part of our country's national security, Sacco said.

In addition to its support of the U.S.

Merchant Marine, the Export-Import Bank has helped maintain 1.2 million American jobs overall since 2009, according to numbers provided by the Bureau of Labor Statistics.

Backers also have pointed out that the Export-Import Bank does not cost American taxpayers a cent. It covers its activities through the fees and interest charged for its services. In fact, it has returned money to the U.S. Treasury that has been used to reduce the national debt.

Nevertheless, it is potentially on the chopping block – its charter must be renewed by September 30, something that requires approval from both houses of Congress. Critics of the export credit agency call it crony capitalism or handouts to big business. Supporters – including the unlikely pairing of the AFL-CIO and the U.S. Chamber of Commerce – rightly describe it as a jobs program that is good

for labor and management alike.

Among those also stepping up in support of reauthorization is the Navy League of the United States, a highly regarded, nonprofit group dedicated to promoting America's sea services. In an early July letter to Congress, Navy League National Executive Director Bruce Butler noted, "The strength of the U.S.-flag Merchant Marine depends on the Export-Import Bank and we urge Congress to reauthorize it."

He continued, "The Export-Import Bank has promoted economic growth and created and sustained U.S. jobs, including mariner jobs and [others] tied to our national and economic security. The Department of Defense depends on the U.S. Merchant Marine for over 95 percent of our national defense sealift needs in times of war or national emergency, and Export-Import Bank financed project cargoes are regularly carried on the most militarily useful vessels. Replacing this sealift capacity would cost the Department of Defense tens of billions of dollars."

In late June, a group of 41 House Republicans called on the leadership in the House of Representatives "to expedite consideration of the United States

Export-Import Bank to ensure job creators ... have the certainty they need to compete in the global marketplace."

Their joint letter said that in Fiscal Year 2013, "Ex-Im enabled more than \$37 billion in export sales from more than 3,800 U.S. companies, supporting approximately 205,000 American jobs, all at no cost to the taxpayers.... Failure to reauthorize Ex-Im would amount to unilateral disarmament in the face of other nations' aggressive efforts to help their exporters. In recent years, 60 official export credit agencies worldwide have extended more than \$1 trillion in export finance. Germany, France, China, Brazil, India, and Korea have their own equivalents of Ex-Im, and in recent years they have provided two to seven times the level of support for their exporters that Ex-Im has provided to U.S. exporters."

The GOP legislators added, "Given our nation's fragile economic recovery, we must continue to promote U.S. exports and create American jobs and not disadvantage U.S. manufacturers in a competitive global marketplace. This is a program that generates not only exports and jobs, but also much-needed revenue for the federal government."

ITF Renders Aid to Romanian Crew in Canada

The International Transport Workers' Federation (ITF) recently secured more than \$200,000 in back pay and repatriation costs for mariners from a runaway-flag ship docked in Canada.

Vince Giannopoulos, an ITF inspector with the SIU of Canada, led the effort to assist the 18 Romanian crew members and Russian captain of the Liberian-flagged, German-owned dry cargo ship *MV Fritz*. Some of the particulars concerning flights home for half of the crew members were still being resolved at press time, but three months of back pay had been obtained.

With the vessel docked in Oshawa, Ontario, the crew contacted the ITF (to which the SIU is affiliated) last month with a short but serious list of concerns. They hadn't been paid for three months, and had been without stores for two weeks.

The SIU of Canada immediately threw its support behind the mariners and, along with local port personnel, members of the Romanian community and individuals from a nearby mission for seafarers, helped secure food, water and other supplies. Back pay was

in place a few days later and crew members agreed to end a brief strike and unload most of the vessel's cargo of 18,000 tons of steel pipes and coils. (The balance of the cargo was supposed to be delivered to Toledo, Ohio).

According to news reports, the *Fritz* arrived from Europe and had been anchored off the coast of Cornwall, Ontario, since mid-June without any contact from shipowner Intersee. With practically no food or water, the mariners desperately called out to passing fishermen and asked to borrow gear so they could catch food.

At that time, SIU of Canada President Jim Given said, "It is unfathomable that a crew could be left in this state.... It is ultimately the responsibility of the vessel owner to look after the crew but, failing that, seafarers look after each other and this crew deserves some dignity after what they have been through. The SIU of Canada stands proudly alongside this crew as they strike against the exploitation which they have endured."

Giannopoulos credited the mariners for

sticking together despite having been "abandoned."

The ITF for decades has fought to protect crews around the world but especially those aboard runaway-flag or so-called flag-of-convenience (FOC) ships. In defining an FOC, the ITF takes as its most important criterion whether the nationality of the shipowner is the same as the nationality of the flag. Where beneficial ownership and control of a vessel is found to lie elsewhere than in the country of the flag the vessel is flying, the ship is considered as sailing under a so-called flag of convenience.

The ITF campaign against FOCs, which

was formally launched at the 1948 World Congress in Oslo in Norway, has two elements. One is a political campaign designed to establish by international governmental agreement a genuine link between the flag a ship flies and the nationality or residence of its owners, managers and seafarers, and thereby eliminate the FOC system entirely. The other is an industrial campaign designed to ensure that seafarers who serve on runaway-flag ships, whatever their nationality, are protected from exploitation by shipowners.

SIU Secretary-Treasurer David Heindel serves as chair of the ITF Seafarers' Section.

NMC Updates STCW Page

The U.S. Coast Guard's National Maritime Center (NMC) in early July posted numerous updates to its STCW Frequently Asked Questions (FAQ) webpage.

The page includes links to 24 PDF files, most of which were updated on July 7. They are available at:

www.uscg.mil/nmc/stcw/new_STCW_rule_faq.asp

The NMC home page may be accessed at www.uscg.mil/nmc/

Questions for the agency may be emailed to stcwask@uscg.mil or iasknmc@uscg.mil. The NMC is reachable by phone at 1-888-IASKNMC (1-888-427-5662).

STCW stands for International Convention on Standards of Training, Certification and Watchkeeping for Seafarers. The most recent changes to the convention, known as the Manila amendments, are being phased in, with a full compliance date of January 2017. (Some requirements already are in effect or take effect prior to January 2017.)

As pointed out by the Coast Guard, STCW only applies to mariners employed on vessels greater than 200 gross register tons (domestic tonnage) or 500 gross tons "operating seaward of the boundary lines specified in Title 46 CFR Part 7."



Mariners from the *Fritz* received crucial backing from the ITF and SIU of Canada.

SIU Member Captures Union Plus Scholarship

AB Christopher Allen is among the recently announced winners of Union Plus scholarships.

Union Plus, formed by the AFL-CIO in 1986 to offer valuable consumer benefits to union members and their families, awarded \$150,000 in scholarships to 116 students representing 39 unions for 2014. Allen's grant is for \$500.

The Jupiter, Fla., resident said he enjoys being at sea and appreciates everything the SIU has done to help his career.

"I was given an opportunity that some people would give anything to have," said Allen, who most recently sailed aboard the *BBC Seattle*, operated by General Dynamics American Overseas Marine.

Notwithstanding his affinity for the mari-

time industry, Allen – a graduate of Paul Hall Center Apprentice Class 739 – said he wants to pursue a degree in emergency medical services. He hopes to eventually become a firefighter.

Meanwhile, Union Plus already is accepting applications for its 2015 scholarships. Information about that program (and others) is available online at www.unionplus.org/ education and on page 14 of this issue of the *Seafarers LOG*.

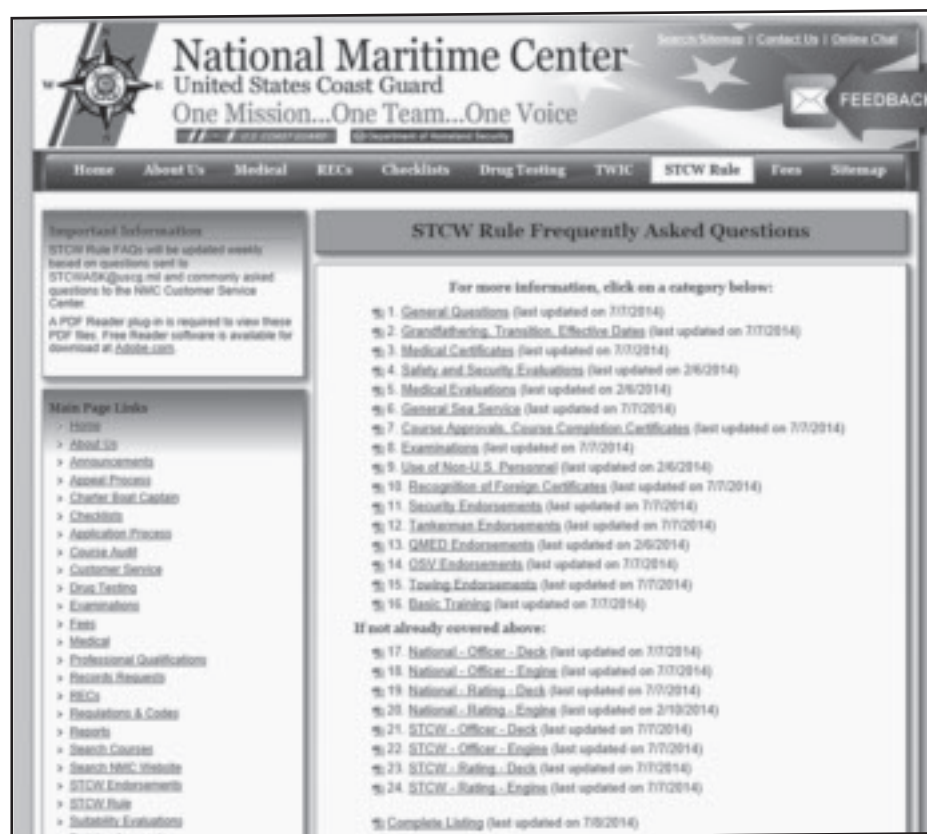
Leslie Tolf, president of Union Plus, noted, "There are a lot of benefits to being a union member. Economic security is number one, and education is the first building block.... By awarding these scholarships, we level the playing field. Everyone deserves an equal shot at a quality education."

Union Plus scholarship awards are granted to students attending a two-year college, four-year college, graduate school or a recognized technical or trade school. Since starting the program in 1991, Union Plus has awarded more than \$3.6 million in educational funding to more than 2,400 union members, spouses and dependent children.

For SIU members and their families, other scholarship opportunities also are available. Each year, the Seafarers Health and Benefits Plan (SHBP) awards grants to members and dependents to help them pursue their respective educational goals. Typically, the SHBP awards are made to three Seafarers and five dependents for a total of \$132,000. Information about how to apply for the 2015 SHBP scholarships will be published in future issues of the *LOG* and posted on the SIU website.



AB Christopher Allen



Most of the individual files on the NMC's page for STCW frequently asked questions were recently updated.

Supporting Our Troops

The Seafarers-crewed *Matsonia* recently helped move military cargo from Fort Irwin, Calif., to Hawaii. The Matson-operated ship is pictured in Honolulu with U.S. Army materiel it transported as part of a redeployment for the 2nd Stryker Brigade Combat Team, 25th Infantry Division. The SIU represents steward department mariners aboard Matson ships.



Supreme Court Ruling Harms Home Care Workers

Partisan, 5-4 Vote's Silver Lining Upholds Public-Sector Rights

America's working families and the labor movement suffered a setback June 30 when the Supreme Court ruled to legalize "free riders" in situations where home care workers are jointly employed by both local or state governments and individuals.

The 5-4 ruling, on straight partisan lines, found that home care workers in Illinois who are employed in this manner are only considered "partial government employees." The Court further determined that such workers do not have to pay agency fees – money that covers the cost of collective bargaining and contract administration.

The anti-worker, anti-union National Right To Work Legal Defense Fund financed the case. It wanted the justices to go even further and reject union dues for all public workers in all circumstances, but that mission failed.

Addressing the portion of the ruling that allows home care workers to enjoy the benefits of a union contract without sharing the costs, U.S. Secretary of Labor Thomas E. Perez said, "This Supreme Court ruling will make it more difficult for home care workers to have a united voice and the support they need to best serve their clients.... By organizing together, these workers have improved both their own working conditions and the quality of services they provide."

AFL-CIO President Richard Trumka stated, "The extreme views of today's Su-

preme Court (ruling) aimed at home care workers aren't just bad for unions – they're bad for all workers and the middle class. But the attacks on the freedom of workers to come together are nothing new. They are part of an onslaught from anti-worker organizations hostile to raising wages or improving benefits for millions of people. These attacks are a direct cause of an economy in which middle class fami-

"By organizing together, these workers have improved both their own working conditions and the quality of services they provide." – U.S. Secretary of Labor Thomas E. Perez

lies can't get a break because their wages have stagnated and their incomes have declined."

Trumka added, "Make no mistake: The fate of workers cannot and will not be decided by one Supreme Court decision. The court upheld the right of public employees to have strong unions and workers will vigorously build on that foundation."

Justice Elena Kagan, who led the dissent, said, "The good news out of this case is clear: The majority declined that radical request (to eliminate dues requirements altogether). The bad news is just as simple: The majority robbed Illinois of that choice in administering its in-home care pro-

gram."

Kagan pointed out that at least 20 other states have guidelines where government workers whom the union represents must pay agency fees even if they don't want to join. So do many local governments.

Justice Samuel Alito's majority opinion stated that requiring the home care workers to pay agency fees violated their First Amendment rights, even if they receive the benefits of being in the collective bargaining unit.

According to Robert Creamer, an author and political strategist, "In fact, of course, this decision had nothing whatsoever to do with the freedom of the home care workers to opt out of paying union

Ross Eisenbrey of the Economic Policy Institute (a nonpartisan think tank) said the Court's decision "turned back the clock on hundreds of thousands of home care and child care workers who have managed to improve their work lives through collective bargaining. Thanks to union contracts that include anti-free rider provisions, this almost entirely female workforce has made huge improvements in wages and benefits, in training, and in respect in the states that provide for collective bargaining. The Court gives this no value and says the right of the free riders to have the benefits of union contracts without having to pay anything for them is the preeminent constitutional value. The Court majority's balancing of interests is skewed: The right to vote democratically for a union contract that holds everyone to the same obligation and makes improved wages and working conditions possible is more important than the right to get something for nothing. No court decision can put an end to efforts to improve the lives of these economically vulnerable workers, but the decision in *Harris v Quinn* is a step backward."

Kagan added, "A joint employer remains an employer. Illinois kept authority over all workforce-wide terms of employment – the very issues most likely to be the subject of collective bargaining. The state thus should also retain the prerogative ... to require all employees to contribute fairly to their bargaining agent."

Alito and the other four Republican-appointed male justices were in the majority, while Kagan was joined in dissenting by Stephen Breyer, Ruth Bader Ginsburg, and Sonia Sotomayor.

Seafarers Join Call For Vessel Discharge Legislation

On June 20, a diverse coalition of 58 national and regional organizations representing a wide array of leading maritime, labor and business organizations signed on to a letter to Senate Commerce, Science and Transportation Committee Chairman John Rockefeller (D-W.Va.) and Ranking Member John Thune (R-S.D.) urging that the committee schedule S. 2094 for consideration and favorable report. The SIU is among the organizations supporting this bill, which would establish a uniform national framework for the regulation of ballast water and other vessel discharges.

Introduced on March 6 by Senators Mark Begich (D-Alaska) and Marco Rubio (R-Fla.), the bill has 29 additional bipartisan co-sponsors, including a majority of Senate Commerce Committee members. The bill would remedy the existing confusing, costly and ineffective patchwork of state and federal rules governing vessel discharges with which operators must comply.

In part, the letter pointed out, "Today, two federal agencies, the U.S. Coast Guard and the Environmental Protection Agency, regulate ballast water and other vessel discharges under two differing statutory authorities. And, because neither federal statute preempts state action, more than two dozen states have established their own requirements for many of those same discharges – over 150 in all. This overlapping patchwork of federal and state regulations makes compliance complicated, confusing and costly for vessel owners and mariners."

White House Conducts Working Families Summit

President, Labor, Business Leaders Discuss Revitalizing Middle Class

The White House shined a spotlight on middle class workers June 23, holding the first-ever White House Summit on Working Families.

Headlined by speeches from President Barack Obama, Vice President Joe Biden and Labor Secretary Thomas Perez, the event focused on developing a plan to create "real, lasting security for the middle class by strengthening our nation's workplaces to better support working families," according to its mission statement.

Aside from the high-profile addresses, the summit featured panel discussions, research presentations and hands-on workshops exploring possible solutions for the challenges facing working families. Those events included labor officials like AFL-CIO Secretary-Treasurer Liz Shuler, members of Congress, business leaders and media personalities.

In his remarks, Obama said it saddens him to continue to receive letters from middle class Americans who struggle just to make ends meet. The summit, he said, should help steer the national conversation toward solving these problems and helping Americans who struggle to get ahead, despite hard work and sacrifice.

"They are doing everything right – they are working hard, they are living responsibly, they are taking care of their children, they're participating in their community – and these letters can be heartbreaking, because at the end of the day it doesn't feel like they're getting ahead. And all too often, it feels like they're slipping behind," Obama said. "Part of the purpose of this summit is to make clear you're not alone. Because here's the thing: These problems are not typically the result of poor planning or too little diligence on the parts of moms or dads, and they cannot just be fixed by working harder or being an even better parent. All too often, they are the results of outdated policies and old ways



of thinking. Family leave, childcare, workplace flexibility, a decent wage – these are not frills, they are basic needs. They shouldn't be bonuses."

In his address at the summit, Biden also touched on the topic of workplace flexibility, adding that he has been proud to provide such time off for the female members of his staff. Biden has a long history of work with women's issues and drafted the original Violence Against Women Act as a senator in the 1990s.

"They're the reason I was able to write the domestic violence law in the first place," Biden said, referring to his female staff members. "You cannot talk about opportunity for women without talking about violence against them, the domestic violence."

As pointed out in a report released in June by the Center for Economic Policy and Research (CEPR) and by Obama himself, unions and the labor movement have a significant impact in promoting policies like workplace flexibility, especially for women. As the CEPR report found, unionized women are 22 percent more likely to be able to take family leave time than women who do not have union represen-

tation.

"I don't think it's an exaggeration to say that our middle class was built in part because unions were able to negotiate weekends and overtime and benefits, things that now nonunion workers take for granted," Obama said during a June speech in Pittsburgh. "America was built by workers who, over time, through a lot of struggle, got the right to bargain collectively."

Obama also touched on workers' rights in an op-ed released to coincide with the Working Families Summit. In the op-ed, Obama stressed the importance of opportunity, especially for the economy.

"The strength of our economy rests on whether we're getting the most out of all of our nation's talent – whether we're making it possible for all our citizens to contribute to our growth and prosperity," Obama wrote. "That's the key to staying competitive in the global economy. Right now, we're leaving too many people on the sidelines who have the desire and the capacity to work, but are held back by one obstacle or another. It's our job to remove those obstacles. That's what supporting working families is all about."

SIU-Crewed SBX Assists in Missile Defense Drill

A unique SIU-crewed vessel recently assisted in a successful exercise conducted by the U.S. Missile Defense Agency.

The TOTE Services-operated *SBX* – an abbreviation for sea-based X-band radar platform – tracked the target and relayed information June 22 as the U.S. military tested part of its ballistic missile defense system. Participants included the Missile Defense Agency (MDA), the U.S. Air Force 30th Space Wing, the Joint Functional Component Command for Integrated Missile Defense, the U.S. Northern Command and the U.S. Navy.

According to the MDA, during the test, a long-range ground-based interceptor that was launched from Vandenberg AFB, Calif., intercepted an intermediate-range ballistic missile target launched from the U.S. Army's Reagan Test Site on Kwajalein Atoll in the Republic of the Marshall Islands. The test, designated Flight Test Ground-Based Interceptor-06b, "will provide the data necessary to assess the performance of numerous Ballistic Missile Defense System elements for homeland defense," the agency reported.

Navy Vice Adm. James D. Syring, MDA director, said, "I am very proud of the government and industry team conducting the test today. Their professionalism and dedication made this test a success."

He added, "This is a very important step

in our continuing efforts to improve and increase the reliability of our homeland ballistic missile defense system. We'll continue efforts to ensure our deployed ground-based interceptors and our overall homeland defensive architecture continue to provide the warfighter an effective and dependable system to defend the country."

For this exercise, both the *SBX* and the Navy destroyer *USS Hopper* tracked the target. According to the MDA, the Seafarers-crewed vessel "relayed information to the ground-based midcourse defense fire control system to assist in the target engagement and collect test data."

The interceptor was launched approximately six minutes after the target was sent airborne. It utilized a three-stage booster rocket system to maneuver into position to collide with the target. U.S. Army soldiers from the 100th Missile Defense Brigade, located at Schriever AFB, Col., remotely launched the interceptor.

"Initial indications are that all components performed as designed," the MDA added. "Program officials will spend the next several months conducting an extensive assessment and evaluation of system performance based upon telemetry and other data obtained during the test."

Similar exercises have been conducted by the U.S. 81 times since 2001. Sixty-five of those drills were deemed successful.



The Missile Defense Agency's interceptor launches from Vandenberg AFB, Calif. on June 22.

Backing Pro-Maritime Candidates

SIU members regularly volunteer for weekly sign waving outside the hall in Honolulu, where they show support for pro-maritime political candidates endorsed by the union. These photos from late June show members enthusiastically backing the respective campaigns of Hawaii Gov. Neil Abercrombie (D), U.S. Sen. Brian Schatz (D-Hawaii) and U.S. Rep. Tulsi Gabbard (D-Hawaii). Seafarers in each photo are identified left to right.



QMED Arman Deblois, Chief Cook Jennifer Reid, GUDE Edwin Narvasa, and SA Gabriel Bello



Chief Cook Henry Wright and AB Julius Udan



GUDEs Daren Rumbaoa, Edwin Narvasa, Camilo Villafania and Lee Eludo



Chief Cook Chris Hyatt, QEE Richard Huffman, and Chief Cook Wagner Pellerin

Seafarers Health and Benefits Plan General Notice Of COBRA Continuation Coverage Rights

Editor's note: This notice describes the right to elect continuation of health coverage from the Seafarers Health and Benefits Plan, in the event of the loss of coverage.

Introduction

You're getting this notice because you recently gained coverage under a group health plan – Seafarers Health and Benefits Plan (“the Plan”). This notice has important information about your right to COBRA continuation coverage, which is a temporary extension of coverage under the Plan. **This notice explains COBRA continuation coverage, when it may become available to you and your family, and what you need to do to protect your right to get it.** When you become eligible for COBRA, you may also become eligible for other coverage options that may cost less than COBRA continuation coverage.

The right to COBRA continuation coverage was created by a federal law, the Consolidated Omnibus Budget Reconciliation Act of 1985 (COBRA). COBRA continuation coverage can become available to you and other members of your family when group health coverage would otherwise end. For more information about your rights and obligations under the Plan and under federal law, you should review the Plan's Summary Plan Description or contact the Plan Administrator at:

Seafarers Health and Benefits Plan
Attn: Administrator
5201 Auth Way
Camp Springs, MD 20746

You may have other options available to you when you lose group health coverage.

For example, you may be eligible to buy an individual plan through the Health Insurance Marketplace. By enrolling in coverage through the Marketplace, you may qualify for lower costs on your monthly premiums and lower out-of-pocket costs. Additionally, you may qualify for a 30-day special enrollment period for another group health plan for which you are eligible (such as a spouse's plan), even if that plan generally doesn't accept late enrollees.

What is COBRA continuation coverage?

COBRA continuation coverage is a continuation of Plan coverage when it would otherwise end because of a life event. This is also called a “qualifying event.” Specific qualifying events are listed later in this notice. After a qualifying event, COBRA continuation coverage must be offered to each person who is a “qualified beneficiary.” You, your spouse, and your dependent children could become qualified beneficiaries if coverage under the Plan is lost because of the qualifying event. Under the Plan, qualified beneficiaries who elect COBRA continuation coverage must pay for COBRA continuation coverage.

If you're an employee, you'll become a qualified beneficiary if you lose your coverage under the Plan because of the following qualifying events:

- Your hours of employment are reduced, or
- Your employment ends for any reason other than your gross misconduct.

If you're the spouse of an employee, you'll become a qualified beneficiary if you lose your coverage under the Plan because of the following qualifying events:

- Your spouse dies;
- Your spouse's hours of employment are reduced;
- Your spouse's employment ends for any reason other than his or her gross misconduct;
- Your spouse becomes entitled to Medicare benefits (under Part A, Part B, or both); or
- You become divorced or legally separated from your spouse.

Your dependent children will become qualified beneficiaries if they lose coverage under the Plan because of the following qualifying events:

- The parent-employee dies;
- The parent-employee's hours of employment are reduced;
- The parent-employee's employment ends for any reason other than his or her gross misconduct;
- The parent-employee becomes entitled to Medicare benefits (Part A, Part B, or both);
- The parents become divorced or legally separated; or
- The child stops being eligible for coverage under the Plan as a “dependent child.”

When is COBRA continuation coverage available?

The Plan will offer COBRA continuation coverage to qualified beneficiaries only after the Plan Administrator has been notified that a qualifying event has occurred. The employer must notify the Plan Administrator of the following qualifying events:

- The end of employment or reduction of hours of employment;
- Death of the employee;
- The employee's becoming entitled to Medicare benefits (under Part A, Part B, or both).

Due to the nature of the maritime industry, an employer may not always be aware when these events occur, because you may work for multiple employers. **Therefore, the Plan suggests that you or a family member also notify the Plan of these events.**

For all other qualifying events (divorce or legal separation of the employee and spouse or a dependent child's losing eligibility for coverage as a dependent child), you must notify the Plan Administrator within 60 days after the qualifying event occurs. You must provide this notice to:

Seafarers Health and Benefits Plan
Attn: COBRA
PO Box 380
Piney Point, MD 20674

How is COBRA continuation coverage provided?

Once the Plan Administrator receives notice that a qualifying event has occurred, COBRA continuation coverage will be offered to each of the qualified beneficiaries. Each qualified beneficiary will have an independent right to elect COBRA continuation coverage. Covered employees may elect COBRA continuation coverage on behalf of their spouses, and parents may elect COBRA continuation coverage on behalf of their children.

COBRA continuation coverage is a temporary continuation of coverage that generally lasts for 18 months due to employment termination or reduction of hours of work. Certain qualifying events, or a second qualifying event during the initial period of coverage, may permit a beneficiary to receive a maximum of 36 months of coverage.

There are also ways in which this 18-month period of COBRA continuation coverage can be extended:

Disability extension of 18-month period of COBRA continuation coverage

If you or anyone in your family covered under the Plan is determined by Social Security to be disabled and you notify the Plan Administrator in a timely fashion, you and your entire family may be entitled to get up to an additional 11 months of COBRA continuation coverage, for a maximum of 29 months. The disability would have to have started at some time before the 60th day of COBRA continuation coverage and must last at least until the end of the 18-month period of COBRA continuation coverage.

Second qualifying event extension of 18-month period of continuation coverage

If your family experiences another qualifying event during the 18 months of COBRA continuation coverage, the spouse and dependent children in your family can get up to 18 additional months of COBRA continuation coverage, for a maximum of 36 months, if the Plan is properly notified about the second qualifying event. This extension may be available to the spouse and any dependent children getting COBRA continuation coverage if the employee or former employee dies; becomes entitled to Medicare benefits (under Part A, Part B, or both); gets divorced or legally separated; or if the dependent child stops being eligible under the Plan as a dependent child. This extension is only available if the second qualifying event would have caused the spouse or dependent child to lose coverage under the Plan had the first qualifying event not occurred.

Are there other coverage options besides COBRA Continuation Coverage?

Yes. Instead of enrolling in COBRA continuation coverage, there may be other coverage options for you and your family through the Health Insurance Marketplace, Medicaid, or other group health plan coverage options (such as a spouse's plan) through what is called a “special enrollment period.” Some of these options may cost less than COBRA continuation coverage. You can learn more about many of these options at www.healthcare.gov

If you have questions

Questions concerning your Plan or your COBRA continuation coverage rights should be addressed to the contact or contacts identified below. For more information about your rights under the Employee Retirement Income Security Act (ERISA), including COBRA, the Patient Protection and Affordable Care Act, and other laws affecting group health plans, contact the nearest Regional or District Office of the U.S. Department of Labor's Employee Benefits Security Administration (EBSA) in your area or visit www.dol.gov/ebsa. (Addresses and phone numbers of Regional and District EBSA Offices are available through EBSA's website.) For more information about the Marketplace, visit www.HealthCare.gov

Keep your Plan informed of address changes

To protect your family's rights, let the Plan Administrator know about any changes in the addresses of family members. You should also keep a copy, for your records, of any notices you send to the Plan Administrator.

Plan contact information

You may obtain more information about your COBRA rights from the Seafarers Health and Benefits Plan by calling the Plan at 1-800-252-4674, and asking to speak with the COBRA Representative; or by writing to:

Seafarers Health and Benefits Plan
Attn: COBRA
PO Box 380
Piney Point, Maryland 20674

Wellness On Watch

Health & Wellness Mission Statement

“Our goal is to create a wellness platform that promotes a healthy environment at sea and ashore. Through collective efforts with industry partners, we strive to educate and empower every mariner to embrace this program and realize the benefits of healthy living not only today, but well into a rewarding retirement. We are 100 percent committed to the wellbeing of each and every Seafarer.”

Healthy Recipes

Good for You Greek Salad

- 6 fresh ripe tomatoes rough chopped
- 4 fresh cucumbers peeled and rough chopped
- 1 med red onion sliced thin and chopped
- ½ cup olive oil
- 1 fresh lemon squeezed
- 1 tbsp oregano
- 1 cup feta cheese
- 1 cup black Greek unpitted olives
- Salt and pepper to taste

In a shallow salad bowl, combine tomatoes, cucumbers and onion. Sprinkle w/lemon juice, oil, oregano, salt and pepper to taste. Sprinkle feta cheese and olives over salad. Serves 6, 187 Calories per.

Total Fat 15.6 g, Cholesterol 22 mg, Sodium 347 mg. Total carbs 8.3 grams, Fiber 2 g, Protein 5 g.

Cherry Delicious Pork Ribs

- 8 lbs. fresh pork spareribs cut into 2 or 3 rib sections
- 1- 21 oz. can cherry pie filling
- ½ cup chopped onion
- 2 cups olive oil
- ¼ cup lite soy sauce
- 2 tsp. spicy brown mustard
- 1 tsp gr. Ginger
- 1 tsp. Worcestershire sauce

In a food processor, puree cherry pie filling until smooth. Saute onions in olive oil until tender, add cherry filling, soy, mustard, ginger, and Worcestershire. Mix well. Simmer for 10 min. Poach ribs in large covered saucepan for 45 min. until tender, drain well. Place on a cookie sheet and brush with sauce. Place cookie sheet under broiler on low about 6 inches from heat. Cook for 20 minutes. Turn ribs 3 or 4 times and brush frequently. Discard any remaining sauce. Serves 3 to 4. 466 Calories per.

Fat 35 gr. Cholesterol 110 mg. Sodium 379 mg. Carbohydrates 12g. Protein 25 gr.

Recipes courtesy of Paul Hall Center Executive Chef John Hetmanski

Attention

Seafarers:

Another New Ship!

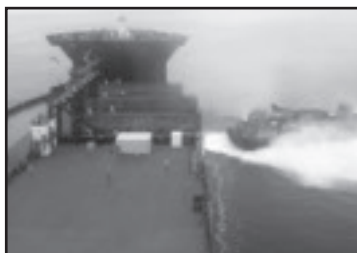


SPAD Works For You! Contribute to the

Seafarers Political Activity Donation

SPAD

8/14



A Navy landing craft air cushion approaches the *Montford Point*.

Recent testing of the *Montford Point*'s capabilities included taking aboard high-speed Navy boats and then launching them from the SIU crewed vessel.

Montford Point, Bob Hope Crews Hone Skills

Exercises Show U.S. Merchant Marine's Role as Nation's Fourth Arm of Defense



SIU members along with mariners from the Seafarers-affiliated American Maritime Officers (AMO) recently showed off their skills while demonstrating the respective capabilities of the *USNS Montford Point* and the *USNS Bob Hope*.

The *Montford Point*, operated by Ocean Shipholdings for the U.S. Military Sealift Command (MSC), took part in various tests and exercises in southern California from

early June to early July. Those maneuvers included a joint operation with the *Bob Hope* (operated by General Dynamics American Overseas Marine for MSC) and subsequent participation in a multinational maritime exercise known as Rim of the Pacific or RIMPAC.

The *Montford Point* is the first in a series of mobile landing platforms (MLP), which have float-on/float-off capability, while the *Bob Hope* is a

large, medium-speed, roll-on/roll-off vessel (LMSR). Both ships carry SIU crews and AMO officers.

When they teamed up in late June near Long Beach, Calif., the *Montford Point* was brought alongside the *Bob Hope*, and the MLP's vehicle transfer ramp was deployed and attached to the other ship before being recovered.

Continued on next page

High-speed Navy boats are visible toward the *Montford Point*'s bow.



A Marine Corps amphibious assault vehicle moves aboard the *USNS Montford Point*.

During the multinational maritime exercise Rim of the Pacific, Marine Corps amphibious assault vehicles are staged aboard the *Montford Point*, ready to deploy.



Recertified Bosun Ken Steiner
USNS Montford Point



Pausing for lunch on the *Montford Point* are AB Stag Rye, Storekeeper Chris Maye, Electrician Tommy Jones, DEU Gil Lawrence, Port Agent Jeff Turkus, AB Mukhtar Yahia, SA David Simon, SA Hussein Quraish, OS Ely Desingano and OS Shayef Shayef.



The USNS Bob Hope is operated by General Dynamics American Overseas Marine for the U.S. Military Sealift Command.

SIU Members Showcase Competencies

Continued from Page 8

Both before and after that day, the *Montford Point* performed drills during which it brought aboard and launched Navy boats known as landing craft air cushions (LCAC) as well as Marine Corps amphibious assault vehicles (AAV). The Navy describes the high-speed LCACs as “over-the-beach fully amphibious landing craft, capable of carrying a 60-75 ton payload.” They can carry personnel, weapons, equipment “and cargo of the assault elements of the Marine Air-Ground Task Force.” The Marine Corps

says its AAVs are “designed to assault any shoreline from the well decks of Navy assault ships. AAVs are highly mobile, tracked armored amphibious vehicles that transport Marines and cargo to and through hostile territory.”

Observers credited the crew members and officers from the *Montford Point* and the *Bob Hope* for their sharp performances and dedication throughout the drills.

Editor’s note: The photos on these two pages were provided by SIU members, the Navy, and AMO.



The *Montford Point* (left) and *Bob Hope* maneuver alongside one another for a drill. In photo at the far left, AB Harry Borden (left) poses with Port Agent Jeff Turkus aboard the *USNS Montford Point*. Keeping their fellow mariners aboard the *USNS Bob Hope* well-fed (photo at immediate left, from left) are Recertified Steward Scott Opsahl, Chief Cook Teresa Barrera, SA Shaif Alomary and SA Felicia Lampasas.



Pictured with Port Agent Jeff Turkus (fourth from left in the front row) are SIU crew members from the *USNS Bob Hope*: QE4 Larry Locke, Chief Cook Teresa Barrera, SA Felicia Lampasas, Recertified Steward Scott Opsahl, SA Shaif Alomary, Bosun Joshua German, AB Tyrone Leonard, QMED Robert Brady, AB Julius Sykes, AB James Washington, AB James Stimage, Wiper Nassr Shayef, OS Dahiya Mahmoud, AB Brandon Blue, AB Christopher Cash and Wiper Thomas Leroy.



MEETING WITH WEST COAST BOATMEN – SIU VP Contracts George Tricker (standing) and Port Agent Jeff Turkus (behind the camera) met with SIU boatmen from Brusco Tug & Barge in late June to discuss an upcoming wage adjustment. Pictured from left to right (seated) are Deckhand George Gonzalez, Jason Diaz, Kasanova Langi and Alvaro Lopez.



ABOARD MAERSK ARKANSAS – Vessel master Capt. Mark S. Rhodes emailed this photo (taken in Iskenderun, Turkey) of the final crew of the *Maersk Arkansas*. Among those pictured are First Asst. Engineer Alexander Koroteyev, Chief Mate, Dan Healey, Capt. Rhodes, Third Mate Linsey Knight, Chief Engineer Werner Kraemer, Electrician Linarys Castillo-Ortiz, Deck Cadet Max Chase, Second Mate Henry Matthew, SA Denis Cossio, AB Rotilio Alvarez, AB Miguel Matos, Chief Steward Glenn Taan, Third Asst. Engineer Timothy Schneider, Second Asst. Engineer Robert Atkinson and Chief Cook Davis Moses. Not pictured but also making the voyage were Bosun Charles Mull, AB Louis Indelicato, AB Sean Jones, AB Kaamil Gray and QMED Jeffery Bull.

At Sea and Ashore with the SIU #1



B-BOOK IN PINEY – Chief Cook Casey Pearson (left) received his full B-seniority book at the hall in Piney Point, Md. Congratulating him is Port Agent Pat Vandegrift.



FULL BOOK IN FLORIDA – Penn boatman Eddy Vital (right) recently picked up his full union book at the hall in Ft. Lauderdale, Fla. Presenting the book is Port Agent Kris Hopkins.



WELCOME ASHORE IN BALTIMORE – Longtime Seafarer Dennis Uchic (left) retired his book June 30 at the hall in Baltimore, where he was congratulated by Port Agent Elizabeth Brown (right). Uchic sailed with the SIU since 1977; he worked in all three departments but made most of his voyages as part of the galley gang.



WITH SEAFARERS IN TACOMA – Safety Director Ben Anderson (left in both photos) is pictured with (photo at left above) Recertified Steward Michael Meany, who picked up his first pension check at the hall in Tacoma, Wash., and with (photo in center above) AB David Moe, who got his A-seniority book.



PRIDE OF AMERICA SAFETY AWARDS – Two Seafarers from NCL America's *Pride of America* earned safety leadership awards for identifying and addressing a potential hazard aboard the passenger vessel. Celebrating the recognition are (from left) Safety Manager John Humphreys, Hotel Director Kaj Turunen, Alegado, Chief Officer Robert Gessner, Narvasa, First Officer James Lipset and Capt. Ron Chrastina.



FULL BOOK IN ALASKA – AB Oliver Fronteras (left) received his full union book at the hall in Anchorage, Alaska. Pictured with the Seafarer is Port Agent Tracey Mayhew.



TEAMWORK ON LAKES – Seafarers teamed up on the Great Lakes earlier this year when the Great Lakes Towing tugs *Colorado* and *Wisconsin* moved the American Steamship vessel *American Spirit* up Lake Michigan to Sturgeon Bay, Wis. The total tow took around 34 hours, during which time meals from the *American Spirit* were lowered to grateful boatmen on both tugs. In photo at center above, AB Timothy Dewine helps secure the *Wisconsin* to the stern of the *American Spirit*.



At Sea and Ashore With the SIU #2



GREAT IN A PINCH – Recertified Steward Denis Burke (rear) and Chief Cook Radfan Almaklani prepare lobsters for fellow mariners aboard the *APL Pearl*.



WELCOME ASHORE IN HOUSTON – Two longtime SIU boatmen recently picked up their first pension checks, respectively, at the hall in Houston. Pictured in photo at right is Chief Engineer Robert Hyams (right, with Patrolman Joe Zavala), who joined the union in 1978 and primarily sailed with G&H Towing. The photo at center above features Mate John Fuller (left, with Port Agent Mike Russo), who most recently sailed with Crowley. Fuller joined in 1980.



WITH CROWLEY TUG CREWS – SIU officials from the Jacksonville, Fla., hall recently met with crews aboard numerous Crowley tugs including the *Gauntlet*, *Sea Breeze*, *Defender* and *Sea Horse*. Pictured from left to right aboard the *Gauntlet* (top right) are AB Robert Upson, Chief Engineer Norman Dauphin, AB Ryan Dauphin, AB Sean Brooks, Second Mate Jermaine McGhee and Patrolman Joseph Koncul. Pictured aboard the *Sea Breeze* (photo at left) are Second Mate Matthew Holleb, Chief Mate Robert Venable, OS Nicole Donald, Capt. James McLaughlin, Chief Engineer Serguei Kourilov, AB John Vaughan, AB Nestor Palompo and Patrolman Joseph Koncul. Shown aboard the *Sea Horse* (photo at immediate right) are Capt. Allen Cole, Chief Engineer Clint Haylock, AB Justin Burgess and AB Juan Chevalier. Standing aboard the *Defender* (top left) are AB Raymond Petterson, Capt. Steven Sears, Chief Engineer Do Loung, Patrolman Joseph Koncul, AB Ronald Boatwright and Second Mate Jason Stahl.



AT THE HALL IN SANTURCE – In photo above, Chief Steward Antonio Mendez Cruz (left) shows his new handmade barbecue sauce just in time for Independence Day celebrations. The sauce was tasted and approved by AB David Bernstein (right). In the photo at left, Jr. Engineer George Santiago Cordero poses with his wife, Iwbetzy, and their daughter, Elienai. In photo at immediate right, Port Agent Amancio Crespo (right) welcomes AB Edwin Pagan. The photo at top right shows SA Jesus Ortiz (right) and his wife, Wilmarys.



Commemorative Bricks

Recognize Seafarers, Family, Others



Clockwise from above, gazebos, a miniature lighthouse and benches beautify part of the waterfront park. VP Paul Hall Center Don Nolan (standing at left) joins David Hammett (kneeling) and other members of the school's maintenance crew as they prepare to install several newly engraved bricks in the walkway leading to and from the miniature lighthouse. Examples of their finished work appear near the lighthouse as well as other locations within the park. Norman and Rebecca Gorris admire the brick bearing the name of their late son Recertified Steward Chuck Curley (who died in a car accident in early 2013).



The union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point Md., last year launched a multi-stage waterfront restoration project designed to add to the aesthetic value of the school and improve facilities for students and their families.

In addition to benches and gazebos, commemorative engraved bricks constitute a noteworthy part of the restoration endeavor. Offered as a means through which individuals, groups and organizations within the maritime community can be honored, the bricks line the entire park including a walkway leading to and from what arguably is the park's most prominent attraction, a distinctive miniature lighthouse.

Seafarers, their loved ones and the companies that employ them now have the chance to donate these bricks and engrave them with text or logos of their choosing. The donation of a brick also comes with an entry in the project's name-the-park contest.

The possibilities are practically limitless when it comes to what the bricks can be used to commemorate. They can be engraved to honor any person, group or organization – regardless of any affiliation to the SIU or Piney Point school – and will have a permanent place within the maritime community. The bricks could be used to celebrate everything from a beloved Seafarer or a memorable crew, to a remarkable instructor or a heroic rescue.

Rebecca Gorris is one of many individuals from around the country who so far has taken advantage of the opportunity the brick donation program offers. She donated a brick in memory of her late son, Recertified Steward Chuck Curley (who died in a car accident in early 2013). Gorris and her husband Norman recently visited the waterfront park.

"It brought back so many memories," she said. "I just loved the park and I know Chuck would have been so proud of it. He always liked going to Piney Point."

She added that when she saw the brick with Chuck's name, "I was touched. It really meant so much to me."

The bricks come in two sizes and may be ordered online at: <http://seafarers.org/SIUBricks.htm>.

The sizes include a traditional-sized brick (4 x 8 inches x 2.25) with three lines of engraving for a donation of \$125 and a larger brick (8 x 8 inches x 2.25) with six lines of engraving for a donation of \$250. The larger version also may be ordered with a corporate logo and up to three lines of text (subject to space limitations based on the logo) for a donation of \$300. If submitting a logo, please note that it cannot be sent through the online order form. Logos (either in EPS, AI, PDF or high-resolution JPG, BMP or TIF format) should be emailed to siubricks@seafarers.org. Please include your contact information.





Education Benefits



Union membership provides a way for working families to increase their opportunities and economic security. That's why Union Plus is committed to helping union members and their families fund their college education. Now we have new programs to help you pay down your student loan debt.

NEW \$500 Student Debt Eraser

Grants to help Union Plus Credit Card, Mortgage and Insurance participants pay off their student loans. **Apply Now!** Grants are only available for as long as funds last.

- **College Counseling**
Save 15% with Collegewise, and get help finding, applying and attending the right college
- **College Test Prep Discounts**
Save 15% to 60% on The Princeton Review's courses and tutoring
- **Textbook Discounts**
Save 5% or more on new, used & digital textbooks

- **Union Plus Scholarship**
\$150,000 in awards each year
- **AT&T Wireless 15% Discount**
- **Computer Savings**
Save up to 30% at Dell & HP
- **Budget Truck Rental Deals**
– Save 20%
- **And More Savings!**



For details visit UnionPlus.org/Education today!

8/14

August & September 2014 Membership Meetings

Piney Point.....	Monday: August 4, September 8
Algonac.....	Friday: August 8, September 12
Baltimore.....	Thursday: August 7, September 11
Guam.....	Thursday: August 21, September 25
Honolulu.....	Friday: August 15, September 19
Houston.....	Monday: August 11, September 15
Jacksonville.....	Thursday: August 7, September 11
Joliet.....	Thursday: August 14, September 18
Mobile.....	Wednesday: August 13, September 17
New Orleans.....	Tuesday: August 12, September 16
Jersey City.....	Tuesday: August 5, September 9
Norfolk.....	Thursday: August 7, September 11
Oakland.....	Thursday: August 14, September 18
Philadelphia.....	Wednesday: August 6, September 10
Port Everglades.....	Thursday: August 14, September 18
San Juan.....	Thursday: August 7, September 11
St. Louis.....	Friday: August 15, September 19
Tacoma.....	Friday: August 22, September 26
Wilmington.....	Monday: August 18, September 22

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

Personal

Jamie Johnson would like his old college roommate, Phil Kelley, to contact him at (830) 426-1101.



"After working high steel for all those years, I enjoy lunch up here once in a while."



Dispatchers' Report for Deep Sea

June 16, 2014 - July 15, 2014

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	27	15	4	9	5	3	5	27	18	1
Anchorage	2	2	0	0	1	0	2	2	4	0
Baltimore	6	6	0	4	4	0	2	12	3	2
Fort Lauderdale	19	15	2	14	10	6	9	31	16	4
Guam	2	3	0	1	1	0	0	6	4	0
Honolulu	11	4	2	5	3	2	5	21	5	4
Houston	45	16	3	49	8	1	22	91	24	6
Jacksonville	29	17	4	25	24	2	19	71	33	7
Joliet	7	7	1	2	2	3	2	9	6	1
Mobile	11	2	2	11	4	2	4	14	7	4
New Orleans	10	1	0	9	2	2	5	24	2	0
Jersey City	51	18	2	33	10	2	17	86	27	1
Norfolk	25	15	5	10	20	3	10	38	43	6
Oakland	24	4	0	14	4	0	11	51	13	2
Philadelphia	9	7	0	4	2	0	1	14	9	1
Piney Point	1	0	1	0	3	0	0	4	0	1
Puerto Rico	4	5	3	4	2	2	3	11	11	2
Tacoma	46	12	0	26	13	2	19	83	21	6
St. Louis	1	2	0	2	2	0	1	3	5	0
Wilmington	36	17	2	23	12	1	19	56	31	7
TOTALS	366	168	31	245	132	31	156	654	282	55
Engine Department										
Algonac	4	6	2	1	3	2	2	4	7	1
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	5	7	0	5	3	0	0	5	6	0
Fort Lauderdale	9	6	0	7	5	0	6	15	6	1
Guam	0	1	0	1	0	0	0	0	1	2
Honolulu	10	3	0	4	2	1	2	18	8	1
Houston	19	7	0	15	0	0	6	37	14	1
Jacksonville	16	10	3	14	18	2	11	43	38	5
Joliet	5	1	0	2	1	0	1	3	1	0
Mobile	7	2	1	4	1	0	3	10	3	2
New Orleans	7	1	0	3	1	0	2	8	3	0
Jersey City	19	6	0	4	1	1	3	37	14	1
Norfolk	15	9	1	7	10	2	5	25	26	1
Oakland	7	7	3	7	5	2	2	20	10	5
Philadelphia	5	0	1	1	0	2	0	8	2	1
Piney Point	1	1	0	0	1	0	0	2	0	0
Puerto Rico	1	1	1	0	2	0	0	6	8	1
Tacoma	14	4	1	9	5	1	1	24	15	4
St. Louis	3	2	0	2	0	0	1	4	1	0
Wilmington	15	12	1	8	7	1	9	24	35	2
TOTALS	162	87	14	94	66	14	54	293	199	28
Steward Department										
Algonac	5	2	2	0	0	2	0	7	3	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	4	1	0	3	0	0	2	7	2	0
Fort Lauderdale	9	2	1	7	2	1	4	14	3	0
Guam	5	2	0	3	0	0	1	4	3	1
Honolulu	11	2	1	6	0	0	2	21	5	1
Houston	11	3	0	12	8	2	6	27	11	5
Jacksonville	13	9	2	13	7	2	11	32	11	0
Joliet	2	0	0	0	0	0	0	2	1	0
Mobile	4	2	2	4	0	0	2	7	2	4
New Orleans	7	3	1	4	1	1	3	6	5	0
Jersey City	20	5	0	13	4	0	8	33	6	1
Norfolk	15	6	2	15	5	1	8	25	16	2
Oakland	24	8	1	17	3	0	7	43	10	2
Philadelphia	4	0	0	0	0	0	0	5	1	0
Piney Point	2	0	0	3	0	0	0	4	0	1
Puerto Rico	2	2	0	1	2	1	6	4	5	0
Tacoma	18	1	0	7	3	0	6	35	2	0
St. Louis	1	1	0	2	3	0	0	2	0	0
Wilmington	26	2	1	17	2	0	10	49	4	4
TOTALS	183	51	13	127	40	10	76	327	90	22
Entry Department										
Algonac	2	22	10	0	8	5	2	6	25	17
Anchorage	0	1	0	0	0	0	0	0	3	0
Baltimore	0	1	7	0	0	1	0	0	3	6
Fort Lauderdale	2	5	2	0	4	2	2	3	7	2
Guam	0	3	0	0	1	0	0	0	2	0
Honolulu	2	6	8	0	4	2	1	3	16	12
Houston	4	10	3	0	12	2	3	12	15	13
Jacksonville	4	12	21	3	9	10	5	7	18	31
Joliet	0	1	1	0	1	0	1	0	1	1
Mobile	2	2	0	1	2	0	3	1	1	0
New Orleans	1	4	0	1	0	0	1	2	5	1
Jersey City	2	20	5	2	16	4	4	8	32	16
Norfolk	0	16	21	0	8	15	5	0	31	37
Oakland	4	11	4	2	9	2	4	5	22	18
Philadelphia	0	2	1	0	3	0	0	0	0	1
Piney Point	0	3	5	0	1	3	1	0	4	1
Puerto Rico	1	0	0	0	0	0	0	2	0	0
Tacoma	7	13	3	4	7	6	1	8	21	12
St. Louis	0	0	0	0	0	0	0	0	2	0
Wilmington	1	14	13	1	7	10	6	9	32	61
TOTALS	32	146	104	14	92	62	39	66	240	229
GRAND TOTAL	743	452	162	480	330	117	325	1,340	811	334

Seafarers International Union Directory

Michael Sacco, *President*
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David Heindel, *Secretary-Treasurer*
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Kermett Mangram,
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ANCHORAGE

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(713) 659-5152

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(904) 281-2622

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(815) 723-8002

MOBILE

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(201) 434-6000

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(510) 444-2360

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(215) 336-3818

PINEY POINT

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

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(954) 522-7984

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 Santurce, PR 00907
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ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered by SIU members in Piney Point, Md., and in Baltimore

Question: What was your most recent time at sea like?



Robert Bell
Able Seaman

It was way out in the Middle East. We were in Turkey, and we also made our way to Italy. Italy was awesome. The culture there was different, but amazing. We got to see the Leaning Tower of Pisa, which was so tall. And there were a lot of beautiful women. It was fun, but it was a lot different than I thought it would be like. I didn't expect it to be so crowded.



Anthony Ellison
Ordinary Seaman

My last trip was really enjoyable. I was on a prepositioned ship so we were just anchored. We were just waiting to transport stuff. We were there for four months. There were a lot of sharks, though. I was taking a bunch of videos of them. Every night there was at least three of them. Overall, though, it was pretty fun. We did a lot of ship exercises and

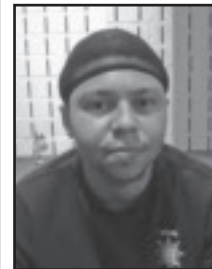
it was a beautiful area. The water was crystal-clear and there were a lot of trees.



Curtis Everett
Ordinary Seaman

It was awesome. We were mainly around the Gulf of Mexico. It was smooth sailing, warm weather and there were plenty of fish around. Overall, it was just a well-rounded trip. I can't say anything bad about it. We definitely hit some swell you could feel, but nothing too bad. It was a straight-

forward, fun trip. I can't wait to go out and sail again.



Dion Langley
Ordinary Seaman

I went to Europe. The culture is way different over there than it is here. We experienced some really tough seas, too. It got pretty bad. Once we got there, though, the whole environment seemed different. Europeans all seemed like they were tall and slim. Their food was really different, too. We were in Germany, so we had

a lot of bratwurst and stuff like that. I met some people and became good friends with them. The best part was getting to come back and upgrade. People really need to make sure they get back here and upgrade their skills.



Emmanuel Assafuah
Able Seaman

It was all right. I was on the *Maersk Utah*. We went to Savannah, Houston, Jacksonville and on to Algeciras, Spain, and then to Egypt. Took the

Suez to Djibouti to Oman, then back to Algeciras. We dropped off the security guys in Spain and then headed back to Elizabeth, N.J.



Henry Becodo
Able Seaman

I was on the *Tyco Decisive* for cable laying and repair in the Gulf of Mexico. It lasted 45 days, and after that we came back to Baltimore. It was a good trip—no problems at all. It all went well.

Pic-From-The-Past



The USNS *Southern Cross* is pictured in 1985 during an underway transfer exercise with the Navy supply vessel *USS Sylvania*. A converted C3 with 22 booms, the *Southern Cross* carried 58 SIU members.

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

Welcome Ashore

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



DEEP SEA

ABDULLAH ALSAMAWI

Brother Abdullah Alsamawi, 59, joined the Seafarers in 1979 in Piney Point, Md. He was originally employed on the *Venture*. Brother Alsamawi shipped in the steward department. He enhanced his skills on three occasions at the maritime training center in Piney Point. Brother Alsamawi's most recent ship was the *St. Mary's Challenger*. He is a resident of Dearborn Heights, Mich.



ROBERT BELL

Brother Robert Bell, 61, began sailing with the SIU in 1989. He was first employed on the *Independence*. The deck department member attended classes frequently at the Paul Hall Center. Brother Bell's last ship was the *Rhode Island*. He lives in Alameda, Calif.



WILLIAM BRATTON

Brother William Bratton, 67, became an SIU member in 1987. He initially worked with Dixie Carriers. Brother Bratton sailed in the deck department. His most recent trip to sea was on the *1st Lt. Jack Lummus*. Brother Bratton makes his home in Monroe, N.C.

ARVELL BROWN

Brother Arvell Brown, 67, donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. He sailed in the deck department. Brother Brown's most recent ship was the *Green Point*. He calls Prichard, Ala., home.

WILLIAM BUNCH

Brother William Bunch, 65, signed on with the Seafarers in 1995. The deck department member first sailed on the *1st Lt. Jack Lummus*. Brother Bunch's last ship was the *2nd Lt. John Paul Bobo*. In 2004, he upgraded at the Piney Point school. Brother Bunch resides in Lemon Grove, Calif.



TIMOTHY BURKE

Brother Timothy Burke, 64, started sailing with the SIU in 1968. He initially sailed aboard the *Jasmina*. Brother Burke often enhanced his skills at the union-affiliated school in Piney Point, Md. He worked in the deck department and concluded his career on the *Sam Laud*. Brother Burke is a resident of Ogdensburg, N.Y.



ROMULO DALIT

Brother Romulo Dalit, 65, became a union member in 1993. Brother Dalit originally worked aboard the *Overseas New York*. He attended classes in 1999 at the maritime training center in Piney Point, Md. Brother Dalit shipped as a member of the deck department. He was last employed on the *Alaskan Frontier*. Brother Dalit lives in Federal Way, Wash.



JOHN DUNCAN

Brother John Duncan, 65, donned the SIU colors in 1994 in Mobile, Ala. The Tennessee native's first ship was the *USNS Tenacious*; his most recent, the *USNS Effective*. Brother Duncan shipped as a medical department representative. He settled in Hohenwald, Tenn.



CHARLES ELLIS

Brother Charles Ellis, 65, was an NMU member prior to the 2001 merger with the Seafarers International Union. He worked in the engine department. Brother Ellis most recently sailed aboard the *Westward Venture*. He is a resident of Augusta, Ga.

classes at the Piney Point school. His most recent ship was the *Maersk Missouri*. Brother Gomez resides in Spain.

ROBERT GREENE

Brother Robert Greene, 65, began sailing with the Seafarers in 1996 from the port of Fort Lauderdale, Fla. He first shipped aboard the *Julius Hammer*. Brother Greene is a Boston native and sailed in the deck department. He upgraded his skills in 1997 at the maritime training center in Piney Point, Md. Brother Greene's most recent voyage was on the *Maersk Arizona*. He is a resident of Pittsburg, N.H.



DANNY GRIGSBY

Brother Danny Grigsby, 66, signed on with the SIU in 2004 in New York. Born in Portland, Ore., Brother Grigsby's first ship was the *Richard G. Matthesen*; his most recent, the *Sgt. William R. Button*. The former deck department member continues to make his home in Portland.



JAMES KEEVAN

Brother James Keevan, 65, became an SIU member in 1991 in Houston. His earliest trip to sea was aboard the *USNS Chauvenet*. Brother Keevan was born in Detroit and sailed in the deck department. He enhanced his skills frequently at the Paul Hall Center. Brother Keevan most recently worked on the *Maersk Georgia*. He now calls Cleveland, Ohio, home.



ANDREW KING

Brother Andrew King, 69, joined the union in 1995 in San Francisco. He initially sailed on the *USNS Kane*. Brother King was a deck department member. The New York-born mariner upgraded on two occasions at the Piney Point school. Brother King's most recent trip was aboard the *USNS Invincible*. He lives in Merritt Island, Fla.



STEPHEN KIRSCH

Brother Stephen Kirsch, 70, began shipping with SIU in 1991. He worked in the deck department. Brother Kirsch's last voyage was aboard the *Sealift Mediterranean*. He is a resident of Brooklyn, N.Y.



JIMMY OCOT

Brother Jimmy Ocot, 61, started his seafaring career in 1978 in New York. He originally shipped on the *Panama*. Brother Ocot was a deck department member. He attended classes often at the SIU-affiliated school in Piney Point, Md. Prior to retiring, Brother Ocot sailed aboard the *Cape Texas*. He resides in Sugar Island, Texas.



LEONARDO PAPA

Brother Leonardo Papa, 68, was born in the Philippines. He became an SIU member in 1985. Brother Papa's first voyage was aboard the *Constitution*. The engine department member most recently worked on the *Explorer*. Brother Papa enhanced his skills several times at the Paul Hall Center. He makes his home in Shoreline, Wash.



NELSON POE

Brother Nelson Poe, 65, signed on with the SIU in 1991 in Baltimore. He initially shipped on the *Sealift Caribbean*. Brother Poe sailed in the deck department. He often took advantage of educational opportunities at the union-affiliated school in Piney Point, Md. Brother Poe's final trip was aboard the *USNS Wright*. He settled in Petersburg, W. Va.



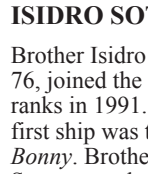
ORLANDO PUENTE

Brother Orlando Puente, 65, became a Seafarer in 1995. He was first employed on the *USNS Bellatrix*. Brother Puente worked in the engine department. He most recently sailed on the *Horizon Challenger*. Brother Puente calls Plata Ponce, P.R., home.



ROBERT ROSA

Brother Robert Rosa, 68, began shipping with the union in 1998 in New Bedford, Mass. He initially sailed with Dyn Marine Services. Brother Rosa was born in Providence, R.I. He worked in the engine department. Brother Rosa's most recent ship was the *USNS Henson*. He continues to make his home in Rhode Island.



ISIDRO SOTO

Brother Isidro Soto, 76, joined the SIU ranks in 1991. His first ship was the *Bonny*. Brother Soto was a deck department member. His last voyage was



aboard the *El Morro*. Brother Soto resides in Wesley Chapel, Fla.

INLAND

CALVIN BURRUS

Brother Calvin Burrus, 59, first donned the SIU colors in 1989. He was originally employed with Allied Transportation Company. In 1993 and 2001, Brother Burrus attended classes at the Seafarers-affiliated school in Piney Point, Md. He last sailed on the *Achievement*. Brother Burrus is a resident of Buxton, N.C.



PAUL HENRICKS

Brother Paul Henricks, 62, joined the SIU in 1977 in Houston. He mainly sailed aboard Marine Contracting & Towing Company vessels. Brother Henricks was born in South Carolina. He shipped in the engine department. Brother Henricks calls Ravenel, S.C., home.

JERRY HUTTO

Brother Jerry Hutto, 62, signed on with the union in 1978. He shipped as a member of the deck department, aboard Cape Fear Towing Company vessels. Brother Hutto was born in North Carolina. He settled in Leland, N.C.



JAMES MORAN

Brother James Moran, 62, became an SIU member in 1980 in Wilmington, Calif. He sailed with Moran Towing of Texas for the duration of his career. Brother Moran was born in Texas and worked in the deck department. He upgraded frequently at the Paul Hall Center. Brother Moran makes his home in Loxley, Ala.



RICHARD PECK

Brother Richard Peck, 66, joined the SIU in 1982. He primarily worked with the Association of Maryland Pilots. Brother Peck, a member of the deck department, calls Elizabeth City, N.C., home.

VIRGIL WALLS

Brother Virgil Walls, 69, started sailing with the union in 1977. His earliest trip was with Dixie Carriers. Brother Walls often attended classes at the union-affiliated school in Piney Point, Md. The deck department member's most recent vessel was operated by Penn Maritime Inc. Brother Walls makes his home in Conroe, Texas.



Final Departures



DEEP SEA

JOSE AGUIAR

Pensioner Jose Aguiar, 88, died Feb. 27. He began sailing with the Seafarers in 1941 in Jacksonville, Fla. Brother Aguiar initially worked with AH Bull Steamship Company. A member of the deck department, he was last employed aboard NPR's *San Juan*. Brother Aguiar retired in 1988 and made his home in Haverstraw, N.Y.

WAYNE BALLARD

Pensioner Wayne Ballard, 75, passed away Jan. 15. He joined the union in 1968 in San Francisco. Brother Ballard first sailed on the *Santa Maria*. He was a steward department member. Brother Ballard most recently shipped aboard the *President Wilson*. He went on pension in 2005 and was a resident of San Jose, Calif.

MICHEL DUNN

Pensioner Michel Dunn, 94, died Jan. 22. He started shipping with the Seafarers in 1951 in New Orleans. Brother Dunn initially sailed with Alcoa Steamship Company. The steward department member was born in Louisiana. Brother Dunn's final trip was on the *Del Mar*. He became a pensioner in 1979 and called New Orleans home



MICHAEL FERNANDEZ

Brother Michael Fernandez, 30, passed away Jan. 1. He signed on with the SIU in 2011 in Piney Point, Md. Brother Fernandez's first vessel was the *Overseas Maremar*. He was born in Queens, N.Y. and shipped in the steward department. Brother Fernandez last sailed on the *Maersk Atlantic*. He resided in Florida.

OSCAR GAMBOA

Pensioner Oscar Gamboa, 65, died March 1. He began sailing with the union in 1989. Brother Gamboa was born in Honduras. He was originally employed aboard the *Independence*. Brother Gamboa worked in the engine department, most recently on the *St. Louis Express*. He began collecting his retirement pay in 2010 and was a resident of Houston.

LARRY HINES

Pensioner Larry Hines, 76, passed away Jan. 23. Born in Issaquah, Wash., he started shipping with the SIU in 1967. Brother Hines's first ship was the *Coe Victory*; his last was the *El Faro*. He was a member of the engine department. Brother Hines retired in 1994 and continued to make his home in Washington State.



JENNINGS HOCKMAN

Pensioner Jennings Hockman, 72, died Feb. 25. Brother Hockman signed on with the union in 1964 in Baltimore. The deck department member's ships included the *Bethflor* and the *Atlantic*. Brother Hockman was born in West Virginia. He became a pensioner in 2012. Brother Hockman resided in Winchester, Va.

MARVIN LANTZ

Brother Marvin Lantz, 86, passed away Dec. 20. He started sailing with the Marine Cooks and Stewards (which later merged into the SIU) in 1953. The steward department member was born in Pennsylvania. Brother Lantz's final ship was the *President Madison*. He lived in Sequim, Wash.

JOHNNY LOMBARDO

Pensioner Johnny Lombardo, 85, died March 16. He first donned the SIU colors in 1955. Brother Lombardo was a native of Shamokin, Pa. He initially sailed with Tankers Four Lakes. Brother Lombardo was a member of the deck department and last sailed aboard the *Elizabeth*. Brother Lombardo started receiving his pension in 1987. He made his home in Boynton Beach, Fla.

ENOS OTT

Pensioner Enos Ott, 90, passed away March 19. Brother Ott was born in Virginia. He joined the union in 1951 in New York. Brother Ott originally worked on the *Alcoa Partner*. The deck department member's final ship was the *Anchorage*. Brother Ott began collecting his retirement pay in 1989. He settled in Edmonds, Wash.



VICTOR PACHECO

Pensioner Victor Pacheco, 83, died Feb. 24. Brother Pacheco became an SIU member in 1970 in New York. His earliest trip was with Monticello Tanker Company. Brother Pacheco was born in Puerto Rico. His final ship was the *Horizon Challenger*. Brother Pacheco sailed in the deck department. He retired in 2001 and continued to call Puerto Rico home.



JAMES POSTON

Pensioner James Poston, 85, passed away March 2. Brother Poston signed on with the Seafarers in 1952. He initially sailed on a Waterman Steamship Corporation vessel as a deck department member. Brother Poston was born in Johnsonville, S.C. He last shipped aboard the *Mayaguez*. Brother Poston went on



pension in 1995 and retired in South Carolina.

VICTOR ROSADO

Pensioner Victor Rosado, 68, died Dec. 23. Brother Rosado joined the SIU in 2001 during the SIU/NMU merger. The Puerto Rico native sailed in the engine department. Brother Rosado most recently sailed on the *Yorktown Express*. He started receiving his retirement pay in 2011 and settled in Puerto Rico.

PORFIRIO SAMBULA

Pensioner Porfirio Sambula, 82, passed away Feb. 13. Brother Sambula was born in Honduras. He started shipping with the union in 1970, initially working aboard the *Steel Flyer*. Brother Sambula was a member of the deck department. Prior to his retirement in 1997, he sailed on the *Galveston Bay*. Brother Sambula made his home in Brooklyn, N.Y.



HENRY TAYLOR

Brother Henry Taylor, 87, died March 3. He joined the Marine Cooks and Stewards (which later merged into the SIU) in 1958 in San Francisco. Brother Taylor was a steward department member. He was born in Texas but called Oakland, Calif., home.

KENRO YOSHINAKA

Brother Kenro Yoshinaka, 90, passed away Feb. 5. Born in Hawaii, he was a member of the Marine Cooks and Stewards before the 1978 merger. Brother Yoshinaka lived in Concord, Calif.

INLAND

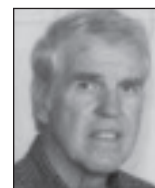
JAMES BENOIT

Pensioner James Benoit, 86, died Jan. 6. He began sailing with the Seafarers in 1962 in Houston. Brother Benoit primarily worked aboard National Marine Service Inc. vessels. The deck department member was a resident of Jennings, La.

GERALD MASON

Pensioner Gerald Mason, 72, passed away Jan. 27. Brother Mason first donned the SIU colors in 1971.

He initially worked with Allied Transportation Company. Brother Mason was a deck department member. He last shipped on a Steuart Transportation Company vessel. Brother Mason went on pension in 2003 and resided in his native state, North Carolina.



WILLIAM REYNOLDS

Pensioner William Reynolds, 96, died Feb. 21. Brother Reynolds joined the SIU in 1960. The deck

department member worked mainly with Brooklyn Eastern District Terminal Railway. Brother Reynolds was born in Queens, N.Y. He became a pensioner in 1978 and lived in Valley Stream, N.Y.



DARYL STEWART

Brother Daryl Stewart, 42, passed away March 9. He started shipping with the union in 1998. Brother Stewart's first vessel was the *Dodge Island*. He worked in the engine department and most recently sailed with Great Lakes Dredge & Dock. He continued to make his home in his native Mobile, Ala.



GREAT LAKES

JAMES CORBRAN

Pensioner James Corbran, 76, died March 18. He signed on with the SIU in 1960. Brother Corbran originally shipped with American Steamship Company. He was born in Buffalo, N.Y. Brother Corbran's final ship was the *Richard J. Reiss*. He began collecting his retirement competition in 2000. Brother Corbran called Hamburg, N.Y., home.



PATRICK MYLER

Pensioner Patrick Myler, 76, passed away Jan. 19. Brother Myler became a union member in 1992. His first trip was on the *Steel T. Crapo*; his last was on the *H Lee White*. Brother Myler was born in Michigan and worked in engine department. He retired in 2003 and was a resident of Grand Rapids, Mich.



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

CHARLES ALLEN

Pensioner Charles Allen, 72, died Dec. 5. Brother Allen was born in New Orleans. He became a pensioner in 1998 and lived in Gretna, La.

LUIS ALVAREZ

Pensioner Luis Alvarez, 90, passed away Jan. 19. Brother Alvarez, a native of Puerto Rico, began collecting his pension in 1991. He resided in Bronx, N.Y.

CARLOS CARLSSON

Pensioner Carlos Carlsson, 69, died Jan. 17. Brother Carlsson went on pension in 2009. He continued to live in his native commonwealth, Puerto Rico.

JOHN CHEKY

Pensioner John Cheky, 80, passed away Nov. 3. Brother Cheky was born in Detroit. He retired in 1990 and remained a resident of Michigan.

JAMES DASHER

Pensioner James Dasher, 91, died Dec. 11. Born in Jacksonville, Fla., Brother Dasher became a pensioner in 1985. He called New York home.

WILLIAM DIXON

Pensioner William Dixon, 88, passed away Nov. 24. Brother Dixon was born in South Carolina. He retired in 1988 and resided in Charleston.

MELVIN EPPS

Pensioner Melvin Epps, 86, died Jan. 4. Brother Epps was a native of Virginia. He started receiving his retirement pay in 1993. Brother Epps made his home in Chesapeake, Va.

MAYLAND FLOOD

Pensioner Mayland Flood, 92, passed away Jan. 27. Brother Flood was born in the Philippines. He began receiving his pension in 1987. Brother Flood lived in Woodstock, Ill.

WILLIE FOWLER

Pensioner Willie Fowler, 76, died Nov. 15. Sister Fowler, a native of Newton, Texas, started collecting her retirement compensation in 2002. She resided in Houston.

LEONARD GOOSENS

Pensioner Leonard Goosens, 96, passed away Jan. 22. Brother Goosens was born in the Netherlands. He went on pension in 1985. Brother Goosens made his home in Sunnyside, N.Y.



FRANK HARRIS

Pensioner Frank Harris, 83, died Jan. 16. The Delaware native became a pensioner in 1987. Brother Harris settled in Philadelphia.

SYDNEY HART

Pensioner Sydney Hart, 102, passed away Dec. 9. Born in the West Indies, Brother Hart started receiving his retirement compensation in 1980. He lived in New York.

FRED LANES

Pensioner Fred Lanes, 77, died Dec. 4. Brother Lanes was born in Port Arthur, Texas. He began collect-

Continued on Page 20

Digest of Shipboard Union Meetings

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

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

CHARGER (Maersk Line, Limited), May 2 – Chairman **Robert Pagan**, Secretary **Alan E. Hollinger**, Educational Director **Andrew J. Linares**, Deck Delegate **David M. Fridstrom**, Engine Delegate **Mario T. Moralita**. Chairman reported sanitary inspection went well and announced payoff in Los Angeles on May 5. Crew was asked to help keep laundry room and lint screens clean. Those departing vessel were asked to turn keys in to chief mate. Secretary thanked fellow mariners for helping keep ship clean. Special thanks were given to Chief Electrician Linares for organizing ship's video library. Educational director encouraged all members to take advantage of upgrading at the Paul Hall Center. Treasurer reported \$2,708 in ship's fund. No beefs or disputed OT reported. Request was made for better blankets. Next ports: Los Angeles and Oakland, Calif.

GLOBAL SENTINEL (Transoceanic Cable Ship), May 14 – Chairman **Lee H. Hardman**, Secretary **Shawn R. Fujiwara**, Educational Director **Vladimir Tkachev**, Deck Delegate **Terrance X. Carmody**, Steward Delegate **Robert J. Haggerty**. Bosun discussed medical benefits requirements. He reminded members to watch expiration dates on all documents and do not download files to ship computer. Mariners were informed that STCW physicals are due every two years, SIU every six months and company every year. Secretary talked about his recent experience renewing documents; he reminded all mariners that NMC is backlogged and it is taking longer than 60 days for renewal. He let crew know that no bleach will be kept in the laundry room and only one bottle of laundry detergent will be out at a time. Crew was urged to only use proper amount of detergent. Educational director encouraged members to visit Piney Point

school whenever possible. Captain reported \$2,600 in ship's fund. No beefs or disputed OT reported. Request was made for Wi-Fi for entire ship.

HORIZON KODIAK (Horizon Lines), May 11 – Chairman **Garry D. Walker**, Secretary **Lovie L. Perez**, Educational Director **Christopher L. Earhart**, Engine Delegate **Ralph Thomas**. Chairman advised crew members to pay dues on time to avoid being in arrears and also recommended contributing to SPAD (Seafarers Political Activity Donation) when you can. He informed everyone that longshoreman in Kodiak, Alaska, advised everyone to be very careful fishing down by river – bears are out of hibernation and extremely hungry. No beefs or disputed OT reported. Suggestion was made to make National Maritime Day a new paid holiday, without giving up any existing holidays. It was reported that a new dryer has been purchased. Recommendation was made to increase pension benefits.

INTREPID (Maersk Line, Limited), May 11 – Chairman **Abdulla R. Alwaseem**, Secretary **Cleto S. Lindong**, Educational Director **Ralph B. Garner**, Deck Delegate **Robert Richardson**, Steward Delegate **Olie E. Webber**. Chairman talked about the importance of safety and thanked the crew for their professionalism. Payoff at sea May 11 was announced. Secretary expressed gratitude for shipmates' help keeping vessel clean. Educational director recommended training at the Piney Point school and stressed the need to keep documents up-to-date. No beefs or disputed OT reported. New TV needed for crew lounge. Vote of thanks was given to the steward department for always making good food. Next port: Oakland, Calif.

MAERSK CAROLINA (Maersk Line, Limited), May 4 – Chairman **Clarence L. Poore**,

With SIU Boatmen in Tampa



Pictured from left to right aboard the Penn Maritime tug *Theresa* last month in Tampa, Fla., are SIU members Kevin Johnson, David Lane and Dale Beard. Thanks to Port Agent Kris Hopkins for the photo.

Secretary **Alexander Banky**, Educational Director **Kevin M. Cooper**, Deck Delegate **Carlos Zapata**, Engine Delegate **Anibal Lopes**, Steward Delegate **Edward English**. Chairman reported safe trip with no lost-time injuries, and he announced payoff May 11. Secretary urged mariners to read the *Seafarers LOG* to get latest information regarding maritime industry including STCW. He advised steward department personnel about clinic-card requirements. Crew members leaving ship were asked to leave rooms as they would like to see when joining the vessel. Educational director encouraged everyone to upgrade at the maritime training center in Piney Point, Md. Treasurer reported \$5,000 in safety fund. Beef reported in deck department concerning gangway watch. Multiple beefs reported in steward department concerning insufficient time to clean mess hall and do dishes, and also concerning day's pay in lieu of time off. No disputed OT reported. Steward department would like steam table to keep foods at safe temperatures, and different salad-bar unit. Mariners would like refrigerators in all crew rooms. Recommendations

pertaining to wages, vacation, pension and medical benefits were made for upcoming contract negotiations. Next ports: Newark, N.J., Charleston, S.C., Savannah, Ga., Houston and Mobile, Ala.

MAERSK MISSOURI (Maersk Line, Limited), May 17 – Chairman **Oliver M. Balico**, Secretary **Billy Gigante**, Educational Director **Jerome D. Culbreth**, Deck Delegate **Rolando Guity**, Engine Delegate **Ricardo B. Duchy**, Steward Delegate **Nagi Alzaim**. Chairman reported good voyage and thanked crew for their hard work. Secretary requested that departing mariners leave cabins clean for reliefs. Educational director advised crew members to enhance skills at Piney Point school. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done. Next ports: Elizabeth, N.J., Norfolk, Va., Charleston, S.C., Savannah, Ga. and Houston.

PHILADELPHIA EXPRESS (Crowley), May 7 – Chairman **Jose A. Jimenea**, Secretary **Tommy E. Belvin**, Educational Director **Joshua J. McDaniel**, Engine Delegate **Phillip Niles**,

Steward Delegate **Gregory McNeil**. Bosun reported smooth, safe voyage. Educational director reminded fellow members to keep documents current. Captain and other officers conveyed thanks to Chief Cook **Ryver Alexander** for outstanding job. No beefs or disputed OT reported. All aboard expressed gratitude to steward department for great meals.

WASHINGTON EXPRESS (Crowley), May 11 – Chairman **Carl W. Davis**, Secretary **Oscar R. Angeles**, Deck Delegate **Val Custis**, Engine Delegate **Douglas Lowry**, Steward Delegate **Thomas Smith**. Chairman announced payoff in Houston on May 19. He suggested that members read the *Seafarers LOG* and make sure to keep up with necessary seafaring documents. No beefs or disputed OT reported. Request was made for new linens, blankets and pillows. Steward department thanked all departments for helping keep mess hall clean. Crew was urged to give receipts for work shoes to captain for reimbursement. Members thanked steward department for a job well done. Next ports: Charleston, S.C. and Houston.

This Month In SIU History

Editor's note: The following items are reprinted from previous editions of the *Seafarers LOG*

1944

WASHINGTON, D. C., August 28—American merchant ships with their civilian crews continue to make a vital contribution to the successful invasion of Europe as Allied armed might pours over the Southern beaches of France, the War Shipping Administration announced today. Hundreds of American freighters were among the 641 vessels which the Navy has announced flew the American Flag in carrying the invasion forces and their supplies to the Southern beaches of Hitler's "fortress Europe." The ships carried men, combat equipment and supplies and will continue to reinforce the beachhead as it is enlarged.

During the early days of the Normandy invasion more than 150 American merchant ships, averaging about 10,000 deadweight tons each and largely made up of Lib-

erty, carried men and material to the beachhead.

1954

After keeping the entire maritime industry in suspense for over a week, President Eisenhower signed the permanent "50-50" bill into law. His action came just two days before the deadline for signing, which would have meant a pocket-veto for the measure.

In signing the bill, the President disregarded strenuous objections from both the State and Agriculture Departments to the 50-50 principle. It is believed that these objections were responsible for the President's delay in acting.

The President's approval means a complete victory for the SIU, which has fought for seven years along with other maritime groups to put 50-50 into foreign aid appropriation bills year after year. With passage of a permanent bill, the 50-50 principle in foreign aid is now firmly established, which assures American shipping 50 percent of all government cargoes falling into that category.

1964

The SIU contract department has announced settlement of a shipboard beef that put \$4,000 of extra pay in the pockets of SIU men who manned the *Sea Pioneer* on the voyage which ended in Boston last week. As a result of

the union's action, the *Sea Pioneer* crewmen will receive overtime penalty payment for the time they were improperly restricted to the vessel in Aruba during the latter part of June.

The contract dispute arose when the *Sea Pioneer*, an 8,000-ton, T-5 tanker, called at Aruba on June 26. The vessel laid on the hook for four days from June 26 through June 29, during which time the crew's requests for shore leave were refused.

1974

The 225,000 dwt *TT Williamsburgh*, sister supertanker of the *TT Brooklyn* – first giant ship built by 3,000 SIU-affiliated UIW members, employed by Seatrain Shipbuilding – was christened and launched by the wife of New York City's mayor, Mrs. Abraham D. Beame, shortly after Friday noon on Aug. 9 at the former Brooklyn Navy Yard.

Like the *Brooklyn*, the 1,094-foot *Williamsburgh* will be manned by an SIU crew to carry 1.5 million barrels of oil following systems testings and outfitting, sea trials in September and delivery in October.

Three more of the six-story behemoths will be built at the yard with a sixth leviathan planned and awaiting the green light from the U.S. Maritime Subsidy Board. This sixth vessel could provide jobs at the shipyard right into the 1980s.

Final Departures



Continued from Page 18

ing compensation for his retirement in 1996 and continued to make his home in Texas.

JESUS MARTINEZ

Pensioner Jesus Martinez, 83, passed away Dec. 25. Born in Puerto Rico, Brother Martinez started receiving his pension in 1987. He lived in Deltona, Fla.

JOSEPH MCDADE

Pensioner Joseph McDade, 84, died Dec. 19. Brother McDade, a native of Mobile, Ala., began collecting his pension in 1984. He was a resident of Rayville, La.

EMETERIO MENDOZA

Pensioner Emeterio Mendoza, 78, passed away Dec. 13. Brother Mendoza was born in Puerto Rico. He went on pension in 1998. Brother Mendoza made his home in Bronx, N.Y.

JOE MERRITY

Pensioner Joe Merrity, 82, died Jan. 9. Born in Magnolia, Ark., Brother Merrity retired in 1994. He resided in Houston.

ENRIQUE PENA

Pensioner Enrique Pena, 91, passed away Jan. 16. Brother Pena, a native of Mexico, started collecting his retirement compensation in 1984. He lived in Brownsville, Texas.

WALTER REDDICK

Pensioner Walter Reddick, 87, died

Jan. 6. The Georgia-born mariner became a pensioner in 1991. Brother Reddick called Savannah home.

JUAN REYES

Pensioner Juan Reyes, 88, passed away Dec. 30. Brother Reyes was born in Honduras. He began receiving his pension in 1971. Brother Reyes settled in Rockledge, Fla.

JOSE ROBLES

Pensioner Jose Robles, 96, died Jan. 12. Brother Robles was a native of Puerto Rico. He went on pension in 1971 and continued to reside in Puerto Rico.

MICHAEL RUANE

Pensioner Michael Ruane, 83, passed away Dec. 15. Born in Ireland, Brother Ruane became a pensioner in 1974. He made his home in Warren, Mich.

WILLIAM SINGLETON

Pensioner William Singleton, 86, died Dec. 4. Brother Singleton, a native of South Carolina, retired in 1975. He resided in Mount Pleasant, S.C.

JOSE TAPIA

Pensioner Jose Tapia, 90, passed away Dec. 24. Brother Tapia was born in Manati, P.R. He started receiving his pension in 1969. Brother Tapia continued to call Puerto Rico home.

GERALD THOMAS

Pensioner Gerald Thomas, 86, died Dec. 30. The Florida-born mariner

went on pension in 1978. Brother Thomas lived in Santa Fe, Texas.

CHARLES WESTON

Pensioner Charles Weston, 83, passed away Dec. 9. Brother Weston was born in Virginia. He began collecting his retirement pay in 1994. Brother Weston was a resident of Norfolk, Va.

Name	Age	DOD
Briscoe, Charles	90	Oct. 4
Dougherty, Francis	88	Dec. 27
Durant, Rudolph	95	Dec. 17
Figueroa, Reynaldo	89	Jan. 28
Flores, Ernesto	96	Nov. 27
Hanks, Willie	86	Nov. 25
Hutsell, John	68	Dec. 9
Landry, Edward	85	Oct. 11
Lugo, Alicides	94	Nov. 1
Maximo, Juan	77	Oct. 10
Ortega, Nicolas	91	Dec. 27
Osborne, Vernon	92	Jan. 18
Otto, Douglas	89	Dec. 7
Schott, William	92	Nov. 7
Serpa, Anastacio	87	Oct. 30
Storer, John	89	Oct. 11
Sutton, Nathaniel	86	Oct. 28
Thompson, Robert	86	Nov. 16
Von Haesler, James	67	Oct. 16
Young, Herbert	92	Jan. 24



Notice from Trustees Of Sailors' Snug Harbor In the City of New York

Editor's note: The SIU is not formally affiliated with the Sailors' Snug Harbor. This notice is being printed in the LOG as a courtesy and for general interest.

We Are Looking for Retired Merchant Mariners

History

The Trustees of the Sailors' Snug Harbor (SSH) was incorporated in 1806 as the result of a bequest made by Captain Robert Richard Randall, a wealthy New York merchant and sea captain. It was Captain Randall's desire to have his estate utilized to assist "aged, decrepit and worn-out seamen..." upon his death. SSH is the oldest secular charity in the country.

Who We Are

SSH is a non-profit organization whose mission is to aid retired career mariners in need of assistance. SSH no longer owns or operates a retirement facility for mariners in Sea Level, N.C., Staten Island, N.Y., or anywhere else. Today, we assist mariners in their home communities where they are familiar and more likely to be near family and friends.

Whom we assist

We offer support to career mariners who can demonstrate they have a need for financial assistance and meet the following requirements:

- 3,650 days of deep sea time proven through discharge papers (at least 50 percent on U.S.-flagged ships)
- 65 years of age or older (exceptions may be made in rare cases)
- A proven need for financial assistance
- Assets may not exceed \$50,000 (primary residence excluded)
- All public benefits available to an eligible mariner must be accessed before any subsidy from SSH is approved (e.g. VA benefits, Medicaid)

Each interested Mariner must complete an application that requires detailed information about present living arrangements, financial history, etc.

Contact Sailors' Snug Harbor

If you have any questions or are in need of assistance, please call our mariner counselor at 1-888-257-5456. The website www.thesailorssnugharbor.org includes our application. If you do not have access to a computer, please call and we will send you an application.

We look forward to hearing from you.

Know Your Rights

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

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

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

by certified mail, return receipt requested. The proper address for this is:
Augustin Tellez, Chairman
Seafarers Appeals Board
5201 Auth Way
Camp Springs, MD 20746

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

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

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

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

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

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU Constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin. If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

SEAFARERS POLITICAL ACTIVITY

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

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

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

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, Md., 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.

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
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Deck Department

Able Seafarer (Deck)	September 13 November 8	October 10 December 5
ARPA	September 22	September 26
ECDIS	August 2 August 23 September 6 October 6 November 15	August 8 August 29 September 12 October 10 November 21
GMDSS	September 27	October 10
Lifeboatman/Water Survival	August 16 September 13 October 11 November 8 December 6	August 29 September 26 October 24 November 21 December 19
RFPNW	August 16 October 11	September 12 November 7
Radar Renewal (One day)	August 18 September 29	August 18 September 29
Radar Observer	September 6	September 19

Engine Department

Basic Auxiliary Plant Operations (BAPO)	September 13	October 10
FOWT (Able Seafarer Engine)	August 16 October 11	September 12 November 7
Junior Engineer	August 30	October 24
Advanced Refrigeration Containers	August 23	September 19
Marine Electrician	September 27	November 21

Title of Course	Start Date	Date of Completion
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Welding	August 16 September 20 November 1 November 29	September 5 October 10 November 21 December 19
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Safety Upgrading Courses

Advanced Firefighting	August 9 September 13	August 15 September 19
Basic Firefighting/STCW	September 6	September 12
Basic Training Refresher/VPDSD	August 16	August 22
Medical Care Provider	August 16	August 22
Tank Barge (DL)	September 13	September 19
Tanker Ship Familiarization (DL)	September 14	September 26

Steward Department Upgrading Courses

Galley Operations	August 16 September 13	September 12 October 10
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Certified Chief Cook

These modules begin every other week. The most recent class started August 2. The next class will commence August 16.

Chief Steward	August 9 November 1	September 19 December 12
Advanced Galley Operations	August 2 August 30 September 27	August 29 September 26 October 24
ServeSafe	August 2 September 13 October 25 December 6	August 8 September 19 October 31 December 12

Notice: 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

Name _____
 Address _____
 Telephone (Home) _____ (Cell) _____
 Date of Birth _____
 Deep Sea Member Lakes Member Inland Waters Member

If the following information is not filled out completely, your application will not be processed.
 Social Security # _____ Book # _____
 Seniority _____ Department _____
 Home Port _____
 E-mail _____
 Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No
 If yes, class # _____
 Have you attended any SHLSS/PHC upgrading courses? Yes No
 If yes, course(s) taken _____

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back or relevant pages of merchant mariner credential, front page of your union book indicating your department and seniority, qualifying seetime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.

COURSE	START DATE	DATE OF COMPLETION
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LAST VESSEL: _____ Rating: _____

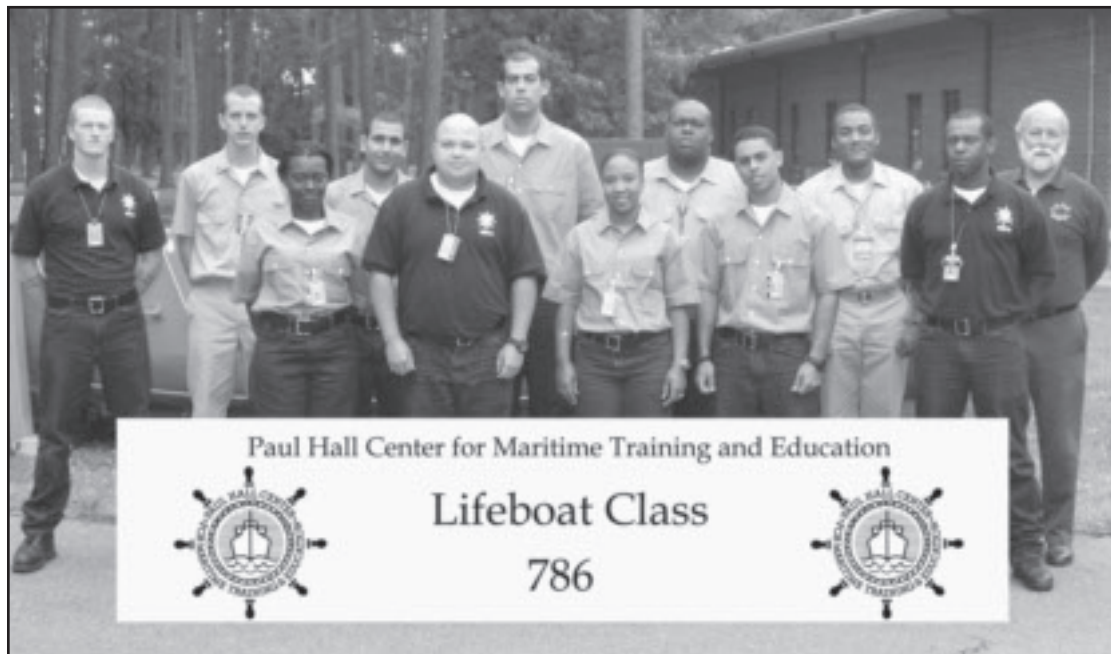
Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities. 8/14

Paul Hall Center Classes



Apprentice Water Survival Class #786 – Twelve Phase I apprentices graduated from this course June 6. Completing their requirements (above, in alphabetical order) were: Ryan Agosto-Collazo, Ahmed Alarashi, Edsony Figueroa, Jennifer Frank, Allen Haynes, Miles Mitchell Jr., William Pappas, Christian Reyes-Herencia, Karen Schmidt, Jake Tierney, John Tutson and Desiree Wilson. Class instructor Ben Cusic is in the back row at the far right. (Note: Not all are pictured.)



Water Survival – Three upgraders completed the enhancement of their skills in this class June 6. Graduating (above, in alphabetical order) were: Jorge Chacon, Joseph Evans and Nagi Obad. Instructor Ben Cusic is at the far left.



Welding – Two Seafarers graduated from this four-week course June 27. Finishing all of their requirements (above, in alphabetical order) were: Ja'Quaral Carroll and Charles Wescott. Their instructor, Chris Raley, is at right.



GMDSS – Two individuals completed their requirements in this course June 6. Graduating (above, in alphabetical order) were: Jesse James and Keith Reeder. Brad Wheeler, their instructor, is at left.



BAPO – Eleven apprentices finished this course June 20. Graduating (above, in alphabetical order) were: Carlos Arzuaga Flores, Rodriques Carson, Stacy Fulcher, David Garrett Jr., Matthew Gilliland, Tyler Jones, Imran Khan, Isacc Lesh, Jean-Paul Lozada, Carlos Mohler Vega, David Myrick and Michael Sivells. Class instructor Tim Achorn is at the far right.



BAPO – Nine upgraders completed the enhancement of their skills in this course June 20. Graduating (above, in alphabetical order) were: Gabriel Dadzie, Mahmoud Elsayes, John McBentum, Mohsin Nasser, James Parker, Cesar Rivera Polanco, Michael Sivells, Lance Spain and Florencio Tindugan. Tim Achorn, their instructor, is at the far right.



College Course – Seafarer Enrique Medri (above right) recently completed Math 101 – College Mathematics I at the Paul Hall Center. Presenting him with a certificate of achievement for his accomplishment is Rick Prucha, his instructor.



Electronic Chart Display Information System – The following upgraders (above, in alphabetical order) graduated from this course June 13: Eugene Arcand, Jose Mendez, Raymond Richardson, Mark Stabler and Scott Tompkins. Class instructor Brad Wheeler is at the far right.



Pumpman – Nine Seafarers finished their requirements in this course June 20. Graduating (above, in alphabetical order) were: Damien Bautista, Tyesha Boyd, Daniel Chisum-Coffey, Jacob Diefenbach, Felix Garcia, Robert Ott, Winston Rankin, Andrew Van Bourg and Rickey Yancey. Jim Shaffer, their instructor, is at the far right.



Radar Observer – The following upgraders (above, in alphabetical order) graduated from this course June 27: Jeffer Baguio, Mark Grzegorzcyk, Jesse James, Larred Moylan, William Sculley and Timothy Van Weezel.

Paul Hall Center Classes



Machinist – Eleven Seafarers completed the enhancement of their skills in this course June 6. Graduating (above, in alphabetical order) were: Jonathyn Bland, Ja'Quaral Carroll, Daniel Chisum-Coffey, Jason Diefenbach, Felix Garcia, Winston Rankin, Andrew Van Bourg, Charles Wescott, Rickey Yancey, Jason Young and Jome Zerna. Class instructor Steve Haver is at the far right in the front row wearing black apron.



Rating Forming Part of a Navigational Watch – The following individuals (above, in alphabetical order) graduated from this class June 30: Paul Nelson and Andrezej Tlalka. Bernebe Pelingon, their instructor, is at the left.



Medical Care Provider – Nine upgraders finished their requirements in this course June 13. Graduating (above, in alphabetical order) were: Johnny Dozier III, Albert Dulig, Michael Jones, Julius Morala, Jarred Moylan, Lamar Pinckney, Juan Rochez, Boleslaw Szatkowski and Furman Watson. Their instructor, Mike Roberts, is at the far right.



Government Vessels – Nineteen upgraders graduated from this course June 27. Completing their requirements (above, in alphabetical order) were: Ahmed Abolela, George Bozman, Elizabeth Byrd, Gabriel Dadzie, Mahmoud Elsayes, Joseph Evans, Richetta Jackson, Salah Kassem, David Kenedy, Martin Krins, Roberto Morante, Gjay Narvasa, James Parker, Mark Pearson, Cesar Rivera-Polanco, Daniel Tapley, Edna Torres, Robert Wagner Jr., and Duane Whitter. Their instructor, Mark Cates, is standing at the far left. (Note: Not all are pictured.)



Government Vessels – Nineteen upgraders graduated from this course June 27. Completing their requirements (above, in alphabetical order) were: Ahmed Abolela, George Bozman, Elizabeth Byrd, Gabriel Dadzie, Mahmoud Elsayes, Joseph Evans, Richetta Jackson, Salah Kassem, David Kenedy, Martin Krins, Roberto Morante, Gjay Narvasa, James Parker, Mark Pearson, Cesar Rivera-Polanco, Daniel Tapley, Edna Torres, Robert Wagner Jr., and Duane Whitter. Their instructor, Mark Cates, is standing at the far left. (Note: Not all are pictured.)



BST – Three individuals finished their requirements in this course May 9. Graduating (above, in alphabetical order) were: Johnnie Foster, Arsenio Williams and Chester Williams.



Basic & Advanced Firefighting – The following Seafarers (above, in alphabetical order) completed this course June 6: Aris Aquino, Albert Dulig, Kevin Jenkins, Mike Jones, Todd Kasler, Steve Mathis, Jarred Moylan, Lamar Pinckney, Oleg Sushkov, Boleslaw Szatkowski, and Steve Tate. Wayne Johnson Sr., their instructor, is at the far right.



Advanced Galley Operations – Three upgraders recently completed their requirements in this steward department course. Graduating (above, from the left) were Adalberto Colon, Claudia Mauricio-Brice and Robert Costa.



Certified Chief Cook – Four Seafarers recently mastered the techniques required this high-level course in the steward department. Those graduating (above, from the left) were: Radfan Almaklani, Gilbert Allende, Charlotte Chastain and Marc Silvester.



Certified Chief Cook – Four upgraders recently completed the enhancement of their skills in this course at the Paul Hall Center. Graduating (above, in alphabetical order) were: Joseph Arigo, Diogenes Derecho, Sulay Martinez and Juan Poblete.

SEAFARERS LOG

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**Commemorative Brick
Donation Program
Pages 12-13**



The *Cape Wrath*, like the *Washington*, is part of a proven program that supports rapid deployment of U.S. military forces.



The *Cape Washington* was built in 1982 and converted in 2001.

Baltimore Crews Push Through Heat

A recent visit to the Seafarers-crewed *Cape Washington* and *Cape Wrath*, docked almost side-by-side in Baltimore, found SIU members resolutely persevering through one of the hottest days of the year. Ironically, some of the work being performed on the *Cape Washington* involved installing window-unit air conditioners; the ship soon

will be without vessel-wide AC as it undergoes refurbishment.

Both ships are operated by Crowley Liner Services and are part of the U.S. Ready Reserve Force (RRF). They are roll-on/roll-off vessels almost 700 feet in length apiece.

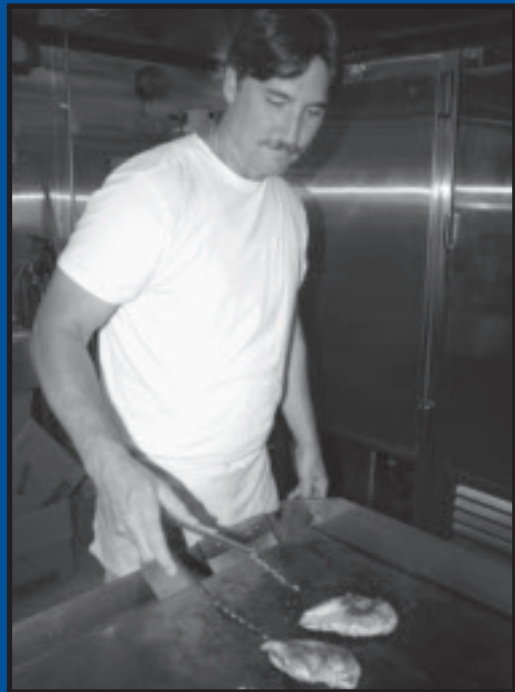
Most of the photos on this page were taken July 2, with temperatures in the 90s.



Port Agent Elizabeth Brown, Recertified Bosun Billy Dowzicky
Cape Wrath



QMED Therman Ames
Cape Washington



Recertified Steward Robert Brown
Cape Wrath



AB Julian Dingzon
Cape Washington



Recertified Bosun Rick James refurbishes a watertight door aboard the *Cape Washington*.



QMED Bob Oppel
Cape Wrath



Recertified Bosun Rick James and Patrolman Chelsea Heindel are pictured aboard the *Cape Washington*.



AB Brooke English, GVA Erick Johnson
Cape Wrath