

# The Seafarers Log

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

## SIU Welcomes New Tonnage

### *USNS William McLean Delivered to MSC; Maersk Adds Tanker, 2 Heavy-Lift Ships*

New and replacement tonnage is being added to the SIU crewed fleet following three recent developments. Maersk Line, Limited (MLL) in late September christened the ice-strengthened tanker *Maersk Peary* (directly below) during a ceremony in Norfolk, Va. Earlier, the company announced a joint venture with Rickmers-Linie (America) to flag in two heavy-lift ships under the Stars and Stripes, including the *Maersk Texas* (second photo below). Also, the U.S. Military Sealift Command has accepted delivery of its newest T-AKE ship, the *USNS William McLean* (right), pictured during sea trials in San Diego. Another T-AKE is scheduled for christening this month. In the remaining photos on this page, SIU President Michael Sacco (at podium) addresses the audience after the *Maersk Peary* ceremony while MLL President and CEO John Reinhart (left) and Norfolk Mayor Paul Fraim look on, and SIU crew members (bottom of page) are pictured in front of the tanker. Page 3.



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# President's Report

## Maritime: Part of the Solution

Since the economic downturn that began four years ago, millions of Americans have lost their jobs, their savings and – in too many cases – their homes. Officially, the national unemployment rate still tops nine percent, but even that grim statistic doesn't tell the whole story. When factoring in those individuals who are working at jobs not in line with their educational and skill levels, plus those who've given up trying to find a job, the percentage shoots up to around 16 percent.



Michael Sacco

Unemployment and under-employment is, I believe, a big factor in the "Occupy Wall Street" demonstration and related ones that are happening across the country. Yes, those rallies are about many issues, but what most of the participants really want and need are jobs. The message hasn't always been singular or clear, but one point the protesters have made is that our system is badly out of whack – the top one percent is pocketing massive profits and dominating our politics while too many others struggle to make ends meet. As we've said in the labor movement time and time again, it's time to level the playing field.

It's also time to recognize that the American maritime industry can and must be part of the solution when it comes to putting people back to work. I applaud the efforts being made by President Obama to create jobs for Americans. At the same time, I would urge the administration and Congress to realize that maritime should be a major part of any infrastructure investment. The U.S.-flag maritime industry is a key segment of the U.S. economy.

In his speeches across the country, President Obama has drawn attention to several important projects. AFL-CIO President Richard Trumka noted that when he said, "We can no longer delay putting Americans back to work and rebuilding our nation's schools, roads, bridges, transit, ports, rail, communications and energy systems."

I agree, and further add that not only can the maritime industry, as a vital part of America's infrastructure, put people to work, it can do so right way. Look no further than the long-talked-about marine highway program as an example.

The waterway system already is in place to move cargo from one domestic port to another to ease congestion on highways and the rails. We have well-trained, safety-conscious American citizen crews available to move the goods. But what we need are the ships. We have shipyards closing because of a lack of work, yet our domestic fleet needs modernization if it is to compete with the expected expansion in world trade within the next decade.

Additionally, we have ports that have not been dredged in years along the Atlantic, Pacific and Gulf coasts, as well as the Great Lakes. How will America continue to be a major player in international trade if ships cannot enter our harbors? And how will American-made goods get to the ports or imports reach American consumers if we don't have our highway and rail systems upgraded to meet the needs?

America's maritime unions have well-trained, experienced members ready to do what is needed. We have joint union-management educational facilities that can prepare the current and next generation of mariners for what is to come. We simply need America to refocus its attention to getting our people back to work – and to include the maritime industry in those plans.

Of course, as Americans return to the workforce, the budget deficit will shrink. By having people back on the job, they will stimulate the economy, thus more retail jobs will be created. They will resume paying local, state and federal taxes, which will provide needed dollars to repair and replace infrastructure.

The SIU stands ready to help as Americans are re-employed, rebuild and recover.

### Happy Holidays

As we head toward the winter holidays, I extend my best wishes to all Seafarers, retirees and their families, as well as to our armed forces all across the globe. Whether you spend the holidays at home, at sea or on deployment, here's to enjoyable, safe, healthy times.



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



Magee family members in attendance at the dedication included (from left) Bob's father, Robert P. Magee Sr., wife Marie Magee, daughter Katie Magee Houston, siblings Diane Davidson and Kathy Mitchell, grandson Aedan Houston, son-in-law Joel Houston and brother Kevin Magee.

## TOTE Names Tacoma-Based Terminal In Memory of Late Leader Bob Magee

Highly regarded maritime and Pierce County, Wash., community leader Robert P. "Bob" Magee, who passed away in 2009, was honored Sept. 21 with the naming of Totem Ocean Trailer Express, Inc.'s Tacoma terminal in his memory.

SIU Tacoma Port Agent Joe Vincenzo represented the union at the dedication. Overall, approximately 150 people attended the ceremony, including industry and community leaders, extended family members, TOTE customers and employees. Many attendees described Magee as visionary.

Following Magee's passing after a courageous, three-year battle with cancer, TOTE employees rallied around the idea of honoring his memory with a tribute. TOTE President John Parrott stated, "The terminal was perfect because Bob loved Tacoma. He came out of the vessel department and spent so much of his time at our terminal. Even as the CEO of American Shipping Group, TOTE's parent company, you could always find Bob back down at the terminal on a random afternoon or the morning after a ship sailed."

Phil Morrell, TOTE's vice president of marine and terminal operations, remembered Magee's frequent visits to the terminal and how he always stopped to visit with staff members. "When he was at the terminal, he was just Bob," Morrell said. "He would play a hand of cribbage and was the target of the same razzing if he played a bad hand in the game. No matter the title behind his name, he was always relaxed and at home."

The Robert P. Magee Terminal name is proudly displayed on signs at each gated entrance to the terminal, as well as in front of the administration building at 500 Alexander Avenue in Tacoma.

Bob Magee began working for TOTE (an SIU-contracted company) in 1986 as vice president of marine operations. He later became president and CEO of TOTE, later chairman of Sea Star Line and then chairman CEO of American Shipping Group.

He received numerous awards for maritime and community leadership which now reside in a custom-built display cabinet in the lobby of the administration building.

## Union Weighs in on STCW Amendments

The SIU in late September formally submitted comments to the Department of Transportation concerning proposals for implementing the latest round of amendments to the STCW convention.

Specifically, both the union and its affiliated Paul Hall Center for Maritime Training and Education responded to a government supplemental notice of proposed rulemaking (SNPRM) titled USCG-2004-17914, Implementation of the Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW), and Changes to Domestic Endorsements.

Responding on behalf of the union and school, SIU Executive Vice President Augie Tellez first stated that the industry should be given more than 60 days to constructively examine and further comment upon the SNPRM. (The original deadline for comments was Sept. 30.) "Given the expanse of the document and the subjects covered, we request that the comment period be extended a minimum of 45-60 days to allow sufficient time for stakeholders to comment and provide meaningful recommendations to the supplemental proposal," he wrote. "In addition, with regard to the provision for new towing endorsements included in the supplemental notice, we recommend that this provision be transferred to the new Subchapter M proposed rulemaking dealing with the inspection of towing vessels. In our view, the creation of the new towing endorsements is unrelated to the STCW, raises serious safety concerns, and should not be fast-tracked as part of a final rule to implement the STCW amendments."

He went on to offer feedback on a number of aspects of the proposed rulemaking, including issues pertaining to application procedures, medical certification, training and certification requirements and more. Excerpts from the jointly submitted comments follow.

■ **Medical Certification:** There are a number of questions which surfaced while reading the supplemental notice with regard to medical certificate

documentation and recordkeeping. Merchant Mariner Credentials (MMC) are valid for five years, yet the medical certificates for STCW endorsements are to be updated every two years with a three-month grace period while the mariner is sailing internationally. We request clarification and response to the following questions: (1) will the mariner be required to renew his or her STCW endorsements with the Coast Guard every two years when the medical certificate is renewed? (2) will there be an expiration date within the MMC under the international pages for their physical every two years? (3) who will track this information if it is not indicated in the MMC? (4) how will the requirement be enforced? and, (5) will the National Maritime Center (NMC) be able to handle the additional work load associated with a two-year physical as required by the STCW? With regard to the last question, we believe that the NMC will, in fact, become overburdened by the new requirement, leading to mariners facing lengthy delays that could affect the validity of their credentials and their continued ability to earn a livelihood.

■ **Course Approval:** We are stymied over the changes in the course approval process. Foremost, the supplemental proposal does away with the IMO model course format. One of the instructor qualifications is a course in teaching technologies. For the Seafarers Harry Lundeberg School of Seamanship, the training facility affiliated with the SIU and its members, this is a Train the Trainer course which follows IMO Model 6.09 guidance. When a prospective instructor takes this course, he is given copies of IMO models to study, discuss, and ultimately imitate when preparing his [teaching] assignments. All of the school's 63 Coast Guard approved courses are written in this format. A change in the format will require all 63 courses to be reformatted and all instructors to be retrained in the new organization and language. Additionally, the school's

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The newly reflagged tanker will sail to Antarctica and Greenland.



Mary Reinhart, the vessel's godmother, prepares to break a bottle of champagne against the hull.

## Maersk Adds Tanker, 2 Heavy-Lift Ships

SIU-contracted Maersk Line, Limited (MLL), in conjunction with Rickmers-Linie (America) this month is scheduled to launch two heavy-lift ships that have reflagged under the Stars and Stripes.

MLL also on Sept. 30 formally christened the ice-strengthened tanker *Maersk Peary* during a ceremony in Norfolk, Va.

SIU President Michael Sacco was a featured speaker at a *Peary* post-christening event that also spotlighted Norfolk Mayor Paul Fraim. He commended MLL President and CEO John Reinhart as well as the company as a whole for their commitment to the U.S. Merchant Marine.

"Maersk deserves a ton of credit for creating jobs during these rough economic times," the SIU president stated. "What could be more important at a time like this?"

He added that the *Peary* is "a great resource in the commercial sector for our partners from the Department of Defense," and pointed out that although the times and shipboard technologies constantly change, one thing that remains the same is



America's need for a strong U.S. Merchant Marine.

"Without us, I wouldn't even want to imagine who we could really count on to deliver the vital supplies to our armed forces," Sacco stated. "Without us, it would only be a matter of time before the United States became an economic hostage of other countries whose ships call on our ports.... Thanks to partners like John Reinhart and Maersk, we have a structure that works to the benefit of our entire nation."

The *Peary* embarked on its maiden voyage under the U.S. flag Oct. 1, and is expected to arrive at McMurdo Station, Antarctica, in January 2012 and then at Thule Air Force Base, Greenland, next summer.

For the ceremony, the freshly painted, 591-foot ship sat pier-side in downtown Norfolk and was adorned with red, white and blue bunting as distinguished guests, customers, partners, and colleagues welcomed the vessel into MLL's U.S.-flag fleet.

The ship is named after the late Rear Adm. Robert E. Peary, famous for his excursions to the North Pole. It will travel annually to Thule Air Force Base and McMurdo Station delivering fuel to support military operations and research at the top and bottom of the globe. In July, MLL won a long-term time charter from the U.S. Navy's Military Sealift Command to support these missions.

"The name-giving is a great opportunity to honor our customers and partners; reflect on our company's commitment to the U.S.-flag maritime industry; and celebrate the strengthening of these partnerships," said Reinhart at the ceremony. "We are fortunate that many of our esteemed guests, colleagues, and Admiral Peary's descendants have joined us to celebrate our new tanker."

Mrs. Mary Reinhart, the vessel's godmother and wife of John Reinhart, blessed

the ship and broke a bottle of champagne against the vessel's hull in the time-honored fashion to bring good fortune to the ship and crew.

Secretary of Transportation for the Commonwealth of Virginia Sean Connaughton recognized the symbolic importance of the ship's name.

"Vessel name-givings are about a name that the ship carries from port to port worldwide," said Connaughton. "Maersk is one of the greatest names in the maritime industry. *Peary* symbolizes the courage of the explorer."

Kevin M. Tokarski, associate administrator for national security at the U.S. Maritime Administration, spoke at the ceremony about the vital role that companies like Maersk Line, Limited have in maintaining our national security.

Meanwhile, roughly a week before the

event in Norfolk, the heavy-lift reflaggings were announced. MLL and Rickmers-Linie (America), Inc. said they will provide "breakbulk and project cargo shipping" using two newly built, multi-purpose ships to be operated under the U.S. flag.

The 19,000 deadweight ton vessels, named *Maersk Illinois* and *Maersk Texas*, have a maximum lift of 480 metric tons apiece and are twice the size of U.S.-flag multipurpose vessels currently in operation, according to the companies. The service will operate as Maersk-Rickmers U.S. Flag Project Carrier, Maersk-Rickmers for short.

"The introduction of these vessels further signals Maersk Line, Limited's long-term commitment to the U.S. flag," added Reinhart. "The partnership with Rickmers forms a strong team that will deliver outstanding service to shippers worldwide."



Pictured from left to right during the ceremony are Capt. Mike Hatton, *Maersk Peary* Godmother Mary Reinhart and MLL President and CEO John Reinhart. In photo at left, guests celebrate the christening in Norfolk, Va.

### General Dynamics Delivers USNS William McLean To Military Sealift Command

The U.S. Navy's newest resupply ship, the SIU-crewed *USNS William McLean* (T-AKE 12) has been delivered by California-based and union-contracted General Dynamics NASSCO.

A 689-foot long platform, the *McLean* was accepted Sept. 28 by the Military Sealift Command during a ceremony at the NASSCO Shipyard in San Diego. She is named in honor of William Burdette McLean, who developed the heat-seeking sidewinder air-to-air missile while serving as a physicist for the Navy.

"MSC plays such an important role in the support of the Navy, and the T-AKEs are the future of that role," said Capt. Robert Baus, the *McLean's* civil service mas-

ter. "It's very exciting to be a part of this process. I have an outstanding crew, and we are all looking forward to getting underway for a mission."

When fully manned, the *McLean* will have a crew of 124 civil service mariners—including unlicensed crew members from the SIU's Government Services Division—and 11 Navy sailors. The ship will begin conducting Combat Logistics Force (CLF) missions in the summer of 2012 following a series of sea trials.

"As the 12th ship of its class, *William McLean* is delivering on cost and ahead of schedule," said Frank McCarthy, the Auxiliary Ships, Small Boats and Craft program manager for the Navy's Program Executive Office (PEO) Ships. "This ship will provide invaluable service to the fleet for years to come."

The vessel is the twelfth of 14 new dry cargo/ammunition ships of the T-AKE Class scheduled for delivery to the Navy by the end of 2012. NASSCO began constructing the *USNS William McLean* in September 2009.

The first ship of the class, *USNS Lewis and Clark*,

joined MSC's fleet in 2006. During the five years since then and including the *McLean*, 11 NASSCO-built T-AKE Class dry cargo/ammunition ships have joined the Navy's fleet and currently are operating as part of the command's CLF, delivering vital fuel, equipment and supplies to Navy warships at sea. Included are the: *USNS Sacagawea*, *USNS Alan Shepard*, *USNS Richard Byrd*, *USNS Robert Peary*, *USNS Amelia Earhart*, *USNS Carl Brashear*, *USNS Wally Schirra*, *USNS Matthew Perry*, *USNS Washington Chambers*, and *USNS Charles Drew*. The two remaining vessels in the class, the *USNS Medgar Evers* (T-AKE 13) and *USNS Cesar Chavez* (T-AKE 14) are under construction at NASSCO. The *Medgar Evers* is slated for christening Nov. 12.

When all 14 of the dry cargo/ammunition ships are delivered, according to the Navy, 11 are expected to serve in the CLF and the remaining three will be attached to maritime prepositioning squadrons, which strategically place combat cargo at sea for rapid delivery to warfighters ashore.



# SIU Website's Member Portal Features New Additions

Two features recently were added to the members-only section of the SIU website: one that allows individual Seafarers to view their dues payment history, and another that links to medical claims information for mariners and their dependents.

Within the member portal (which may be accessed via the home page at [www.seafarers.org](http://www.seafarers.org) or directly at <https://members.seafarers.org/>), the Dues tab is self-explanatory and straightforward. It contains payment history including copies of receipts as well as reflecting any outstanding dues. It also includes records of contributions to the Maritime Defense League (MDL) and the Seafarers Political Activity Donation (SPAD).

Also within the portal, there's a new

Claims History link under the Medical tab. Clicking on the Claims History link will allow members and authorized dependents to view individual claims, dollar amounts paid, and much more.

"There's a wealth of information available through the new Claims History link," stated SIU Secretary-Treasurer David Heindel. "For example, members and their authorized dependents can check as to whether a deductible was applied, they can see explanations of benefits, and they can search a list of providers. They can also request a replacement or extra ID card, and they can access various medical forms that also are available on the regular SIU website."

Seafarers Plans Administrator Maggie

Bowen said the Claims History area "basically is designed as a one-stop shopping section for all types of claims: prescription, dental, vision and regular medical." (At press time, prescription data still was being incorporated into the site.)

In addition to the personalized and Seafarers-specific content, the new area includes My Health Center and My Wellness tabs which in turn offer a bevy of interactive tools, articles and links aimed at promoting good health. For instance, visitors may utilize the My Wellness section to design a customized health program for (among other options) weight management, smoking cessation, nutrition, and more. The My Health Center section includes links to hospital ratings and a video

library, plus many other resources. Users may customize content and how it's displayed by accessing the Dashboard Settings under the My Toolbox tab.

As previously reported, the union launched an upgraded, expanded version of its website in June. This is the third version of [www.seafarers.org](http://www.seafarers.org), and it's the first one to feature a members-only section.

Questions about the member portal should be directed to the SIU's membership assistance program at 1-800-252-4674 or via email at [map@seafarers.org](mailto:map@seafarers.org). Questions and comments about the rest of the site may be submitted via email at [webmaster@seafarers.org](mailto:webmaster@seafarers.org).

## Conference Tackles Piracy On World Maritime Day

"Piracy is a crime. It isn't terrorism."

With those words, Robert Gauvin, executive director of piracy policy for the U.S. Coast Guard, provided the context for the Western Gulf IMO World Maritime Day observance in Port Arthur, Texas, on Sept. 29.

Gauvin was one of nine speakers at the all-day event that dealt with the problems of piracy. The conference took place in the Port Arthur International Seafarer Center and was sponsored in part by the Maritime Trades Department, AFL-CIO.

During his address, Gauvin pointed out that no one has found a direct link between the attacks by pirates off the coast of Somalia and international terrorism. He added that the U.S. government has implemented a working group consisting of representatives from the Departments of State, Justice, Defense, Transportation and Homeland Security that reports directly to the White House on measures to counter piracy.

"We are very different from any flag in the world. We mandate self-defense of our vessels. We have a responsibility," he stated with regard to America's efforts to protect its citizen mariners.

Protection from piracy was a constant subject for most of the speakers.

Owen Doherty, the director for the U.S. Maritime Administration's office of security, said his agency has teams available to assess possible piracy risks aboard U.S.-flag vessels. He noted the tactics used by pirates change, so mariners have to be prepared for what may happen.



Owen Doherty  
Maritime Administration  
Director for Office of Security



Robert Gauvin  
U.S. Coast Guard  
Exec. Director of Piracy Policy

Doherty emphasized that communication between the industry and naval assets is very important.

Emphasizing their concern for mariners, several speakers expressed dismay about the way pirates are treated while seafarers at times seemingly are considered incidental when attacks occur.

Joseph Cox stated ships and cargo generally are insured, but "mariners may or may not be insured."

The president of the Chamber of Shipping of America then said governments "cannot abrogate their responsibilities for the peaceful use of the high seas."

He equated the capture of pirates to a popular hobby: fishing. "It's a catch-and-release program," he said, because there is no set policy for what to do when pirates are seized.

"It's an eighteenth century problem and we are approaching it with twenty first century sensitivity," Cox remarked.

Following up on that point was Capt. George Quick, vice president of the International Organization of Masters, Mates and Pilots (MM&P).

"We think about the human rights of the pirates, but not the human rights of the mariners," Quick pointed out. "Our priorities are backwards."

He told the gathering that 95 percent of the pirates who are captured end up being released and attack again.

Quick strongly asserted that commercial vessels should carry armed guards

## Progress Continues on Piney Point Waterfront

The waterfront restoration project at the union-affiliated Paul Hall Center for Maritime Training and Education continues to go well, according to school Vice President Don Nolan. Plans for the Piney Point, Md., facility include a new pier and seawall, a waterfront park, separate davits for fast rescue boat training and lifeboat training, and more. These photos were taken from mid-September to early October. The development is expected to be finished in 2012.



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# New York/New Jersey MTD Port Maritime Council Spotlights Maritime's Future While Saluting Its Past

With an eye toward the past, the three honorees at the 50th anniversary dinner for the AFL-CIO Maritime Trades Department's (MTD) Maritime Port Council of Greater New York/New Jersey and vicinity called for a strong U.S.-flag maritime industry to help push the country out of the current rough economic times.

MTD President Michael Sacco, who also serves as president of the SIU, received the Paul Hall Award of Merit, named in memory of the late MTD and SIU president. U.S. Rep. Charles Rangel (D-N.Y.) was recognized as the port council's Government Man of the Year. Retired MTD Executive Secretary-Treasurer Frank Pecquex was honored with the Joseph Sacco Lifetime Achievement Memorial Man of the Year Award. More than 500 people attended the Oct. 15 dinner in New York City.

Sacco stated how proud he was to receive the award that is named for the man who brought him ashore to work for the SIU.

"I'll always be grateful for the chance Paul gave to me," Sacco told the audience. "Never in my wildest dreams did I expect at that age that I'd be president of the SIU and the MTD, and now I'm receiving an award named after the man who gave me my start."

The MTD president then went from looking at where he came from to where he sees the industry heading.

"We must carry the banner to educate and remind everyone from the president to the general public about the need for a strong maritime industry," he stated. "We have to deliver the message that the United States needs American mariners and American

ships to deliver vital supplies to our troops, grain to nations that are in trouble, and relief supplies like we did after the earthquake in Haiti."

Sacco also addressed the current state of affairs by saying, "And we must help everyone realize that those people demonstrating down on Wall Street don't want attention — they want JOBS! We, as a nation, need to wake up and realize we have the ability to employ them."

Introducing Sacco at the dinner were SIU Executive Vice President (and MTD Board Member) Augie Tellez and Capt. Bob Johnston, senior vice president for OSG. Tellez praised Sacco's leadership of the U.S.-flag maritime industry and the Seafarers. He also said he "could not have had a better teacher than Mike." Speaking on behalf of the industry, Johnston stated when Sacco gives you his word, it's solid.

Congressman Rangel thanked the port council for recognizing his years of work to support the maritime industry.

"Creating jobs and supporting our maritime workers is so important, now more than ever. As we continue to look for ways to reduce unemployment, the maritime industry will play a major role in rebuilding our infrastructure and can put people to work right away," he observed.

Rangel added he appreciated the way the maritime industry has stood by him, just as he has always fought for its interests.

The New York representative noted he was being called back to Washington by President Obama to attend the dedication of the Martin Luther King Jr. Memorial. He



Standing left to right are MTD/SIU President Michael Sacco, U.S. Rep. Charlie Rangel (D-N.Y.) and SIU VP Atlantic Coast Joseph Soresi (who also serves as president of the New York/New Jersey Port Maritime Council).

used that announcement to reflect on how hectic life can be and to thank the spouses of those who work for unions. Those spouses understand the long hours spent away from family working not only on behalf of rank-and-file members but all working families, he pointed out.

Port Council President Joseph Soresi, who also serves as vice president of the SIU's Atlantic Coast region, saluted the congressman as a longtime champion of the U.S.-flag

Merchant Marine and all working families. Soresi presented the award to Rangel.

Courtney Pecquex stood in for her father, who was unable to attend the dinner. She read the remarks Frank had planned to offer.

In his introduction of Pecquex, SIU Secretary-Treasurer David Heindel noted Frank's nearly 45 years of service to the MTD and SIU. Heindel said Pecquex's "efforts behind the scenes have helped the lives of countless working families."

## Maritime Industry Urges Support For Cargo Preference

SIU Executive Vice President Augie Tellez and other maritime labor and company officials on Oct. 3 attended an open forum on an important program that greatly affects Seafarers and the industry at large. The multi-component program known as cargo preference stipulates that a certain percentage of U.S.-made or U.S.-funded items must be shipped on American vessels with American crews. The meeting was organized by the Maritime Administration (MarAd), whose stated goal was to open up the issue to public discussion.

Tellez and other speakers pointed out that cargo preference law enforcement is becoming increasingly more important to the maritime industry. With overseas conflicts starting to wind down, non-military cargo is going to become a more vital source of income for shipping companies and subsequently for merchant mariners.

"We in the maritime industry understand the critical need for our cargo preference laws, particularly those that affect food aid, our loan guarantee programs and other non-defense cargoes," said Tellez. "As Operation Iraqi Freedom and Operation Enduring Freedom wind down after almost a decade, our industry needs to find cargo wherever it can, and we recognize we cannot continue to rely on the Pentagon for everything. Non-defense cargo is more important now than it has ever been."

Maritime Trades Department, AFL-CIO (MTD) Executive Secretary-Treasurer Daniel Duncan was also on hand at the meeting expressing the department's support for cargo preference laws.

"The MTD firmly believes that the nation's series of cargo preference laws is a bedrock of the U.S.-flag maritime industry," said Duncan. "These laws have played a vital role in ensuring that America has a strong domestic shipbuilding base and merchant marine. Cargo preference laws help create good-paying jobs for American workers, provide tax revenues at the local, state, and federal levels, and make sure America's merchant marine is ready and available when needed for strategic sealift and other defense

interests."

The Marine Engineers' Beneficial Association (MEBA) and the International Organization of Masters, Mates, and Pilots (MM&P) also jointly voiced their support for cargo preference laws and talked about the impact that they have on their respective memberships.

"There should be no question that, in order to grow and maintain the U.S. Merchant Marine, U.S.-flagged vessels should be used to the greatest extent possible when shipping government-impelled cargoes," said William Doyle of MEBA. "Rigorous enforcement and oversight of cargo preference laws enables MarAd to fulfill its mission. Without oversight and enforcement from MarAd, the presence of the U.S.-flag fleet in the foreign trades would cease to exist, leaving a glaring hole in our national defense capabilities



SIU Exec. VP Augie Tellez

and negatively impacting our economy."

Other speakers pointed out the economic importance the laws have on private shipowners and the costs that are deferred from the government because of them. Cargo preference laws, according to several presenters, provide an economically efficient way to bolster private industry and support jobs.

"Virtually every privately owned U.S.-flag vessel engaged in the foreign trade depends to some degree on cargo preference to remain economically viable," said Bill Kenwell of Maersk Line, Limited on behalf of USA Maritime, an industry group consisting of shipowners, operators, and

labor groups. "Indeed, absent cargo preference, it is no exaggeration at all to say that the U.S.-flag fleet in foreign commerce would disappear and the U.S. government would have to duplicate that sealift capability at enormous expense with government-owned vessels."

In spite of these facts, however, many in the room were disappointed with MarAd's efforts to enforce cargo preference laws. Even with revisions made by Congress that would bolster the programs, the agency's efforts are still seen as lacking.

"If I had to sum up our feelings about MarAd's performance when it comes to cargo preference matters in one word, that word would be frustration," said Tellez, pointing to long vacancies in important MarAd positions and the lack of implementation of a three-year-old revision that punishes entities that don't adhere to cargo preference rules.

Richard Berkowitz of the Transportation Institute, another maritime industry group composed of multiple sectors, agreed.

"Judging from the lengthy time it has taken to fill key management positions at MarAd related to cargo preference administration, it is difficult to believe that the administration's role to 'promote ... the viability of the U.S. Merchant Marine' is being taken with the earnestness and purpose needed to direct the government-impelled cargo so key to sustaining U.S. vessels in international trade lanes," said Berkowitz.

Liberty Maritime Corporation CEO Philip Shapiro sent a letter to MarAd to throw his company's support behind USA Maritime's statements but added that the agency could be doing more in regards to cargo preference.

"Liberty Maritime would only like to add that it is imperative that the U.S. Maritime Administration place a high priority on cargo preference implementation and enforcement," said Shapiro. "Congress has charged MarAd with ensuring that cargo preference achieves its objectives of supporting a strong and vibrant U.S.-flag Merchant Marine."

In spite of some complaints, the SIU and others at the meeting reinforced their eagerness to work with the administration.

"The cargo preference laws work when they are properly enforced," said Tellez. "They work when the resources needed to ensure that they're being enforced are there. I am confident that MarAd can resolve these issues swiftly and I look forward to working with the agency in the future as we all strive to promote and protect our merchant marine."



# New Initiative Aims to Help Victims of Piracy

A major program has been announced that aims to help mariners and their families around the world who have been victims of abuse at the hands of pirates. The initiative, dubbed the Maritime Piracy Humanitarian Response Program (MPHRP), is being supported by a wide variety of maritime industry groups including shipowners, operators, labor organizations and others. The SIU is backing the measure through the International Transport Workers' Federation (ITF).

On Sept. 29, the organizations launching the MPHRP called a press conference to announce the formation of the program and to draw attention to the increasing human cost of piracy. Pirates have been abusing, torturing and threatening captured mariners at an alarming rate, the organizations pointed out. Pirates also sometimes keep crews captive for months at a time, with limited communication to their families and the outside world in general. This places a great emotional and financial burden on the families, who are often wracked with anxiety and fear about the wellbeing of their loved ones, the ITF and others reported.

The formal announcement of the MPHRP, distributed by the ITF, said that due in part to potentially large ransoms, hijacking ships and taking crews hostage has turned into a low-risk, high-gain enterprise. Due to the large amounts of money involved, according to the MPHRP, competition has increased among pirates themselves and the stakes have been raised significantly to convince parties to pay the ransoms. This has led to an increase in the violence and barbarity by the pirates during the last few years.

The program is quick to point out that many positive steps have been taken to confront piracy on the seas, but much more is needed to ensure the safety of seafarers travelling dangerous waters.

"Despite numerous diplomatic, military and other initiatives by many governments and governmental agencies, particularly

in the Indian Ocean, and the protective measures and other actions adopted by shipowners, ship managers and their representatives, ships are still regularly attacked and seafarers put at risk as they go about their legitimate business in international waters," said MPHRP Chairman Dr. Peter Swift. "While acknowledging the actions of governments, the United Nations (UN) and the International Maritime Organization (IMO), the shipping industry has recognized that more needs to be done to support seafarers and their families."

The program is devoted to helping captured seafarers and their families in a variety of ways. With the help of a task-force composed of experts from around the world, thorough investigations and interviews with victims, and an emphasis on anti-piracy training, the MHRHP hopes to become a major force for advocating on behalf of the often forgotten human cost of piracy.

"Seafarers naturally play a pivotal role in any piracy incident and the appropriate preparations are integral to their wellbeing, as well as ultimately also to that of their families, and to the overall outcome of the incident," said Swift. "Similarly, there is a need to ensure that the appropriate support is available to them and their families during and post any incident."

With that sentiment in mind, the program has begun developing a new system whose aim is to assist mariners who sail in potentially dangerous waters. These include a "good practice" guide for use by shipping companies, employers, and others who hire mariners that will provide the companies with strategies to help crews and their families through the crisis in three stages: before the workers head out to sea, during their capture, and after their release. The program also is calling for ready access to medical care (both mental and physical) upon a mariner's release and will establish a 24-hour hotline for seafarers in crisis all around the world.

"In our fact-finding interviews it be-



Dr. Marion Gibson, a consultant to the initiative, says mariners are resilient but also are deserving of help.



Dr. Peter Swift is heading up the new program.

came evident that humanitarian support was needed before, during and after such incidents," said Dr. Marion Gibson, a consultant to the program. "We recognize that seafarers and their families are a resilient group of people. We feel that training and information sharing pre-deployment could help to prepare for such incidents if they do occur. During an attack, pre-training in how to handle the psychological reactions which may be experienced in conditions of captivity could minimize some of the negative feelings for those involved. If companies and seafarers can give the families knowledge that a plan exists to support them 'in the unlikely situation of a piracy attack' this can help alleviate immediate fears of being 'forgotten' in the process."

The MPHRP is already making plans to expand upon its efforts and do more to help the victims of piracy.

"The ...program is not only a program which reacts to an incident, but it aims to prevent some of the negative results of such attacks through a health promotion approach involving pre-training and informed preparation prior to any attack happening," said Gibson. "We will also

conduct research into all the aspects of our work which will allow us to adapt the program as it develops and inform those who will be involved in the future."

The launch took place in London and was attended by members of the maritime community including Rear Admiral Hank Ort of NATO; Bishop Joseph Kalathiparambil, secretary of the Pontifical Council for the Pastoral Care of Migrants and Itinerant People; Cyrus Mody, International Maritime Bureau; Capt. Andy Winbow, assistant secretary-general of the IMO; Andrew Higgs, IUMI; Len Holder, Videotel; Janet Strode, IPTA; Suresh Idnani, IMHA; Jon Whitlow, ITF; Andy Buxton, ISAN; Tom Holmer, ITF Seafarers Trust; Rodger MacDonald, IFS; Pauline Marchand, IGP&I; Maarten Versluis, NATO; Stein Hagalid, NATO; Kostiantyn Biliari, Deputy Permanent Representative of Ukraine to the IMO; Angus Miller, FCO; Kuba Szymanski, InterManager; Cherian Oommen, SIGTTO; Suresh Idnani, IMHA; Hennie La Grange, ICMA; Martin Foley, ICMA/AoS; Rodger MacDonald, IFS; Lynda Brockbank, Hostage UK; Ake Selander, OUIS, and others.

## World Maritime Day Event in Port Arthur, Texas Highlights Problems of Piracy on the High Seas

Continued from Page 4

or military personnel. "Seafarers should not be armed," he stated.

He also voiced concern that best practices call for a citadel or secure room where crew may escape from pirates boarding a vessel. Such a location is good if rescue is imminent, he noted, but what happens to the mariners if they are huddled in such a small space for several days?

Another speaker, Capt. Derek McCann, said situations like the

one mentioned by Quick can lead to anxiety and depression. These problems grow if the crew is captured and held for months at a time because they do not get resupplied with food and/or fuel, added the honorary chair of the Nautical Institute - Gulf Branch.

McCann reiterated that the pirates' actions are a criminal activity against the world.

Father **Sinclair Oubre**, host for the event, showed video of crew members discussing their captivity with pirates holding

rifles in the background. Oubre, who is president of the Apostleship of the Sea, USA and a member of the SIU, said people should "remember the mariners and their families. This is not just about the ship and cargo."

Offering insight into the fight against piracy was Stan Ayscue, whose company provides trained armed guards to merchant ships.

He called on shipowners to study world affairs to see when and where protection is needed. He said mariners should be concerned when in areas that have seen piracy because it helps them focus and stay alert.

Capt. Kudleep Singh of Gallagher Marine Systems equated a pirate attack as being "as frightening as a shark coming to you."

He stated mariners must drill and constantly be prepared because "if there are ships, there will be pirates."

Finally, Texas historian Larry Looney placed some perspective on Port Arthur hosting a conference on piracy. The privateer Jean Lafitte was known to have used ports in what is now southeastern Texas and southwestern Louisiana as safe harbors following the 1803 Louisiana Purchase.



Pictured from left to right are event host Fr. Sinclair Oubre, SIU Asst. VP Jim McGee and Port Agent Mike Russo.

## In Their Own Words

*Editor's note: The following is testimony from various victims of piracy including family members and mariners themselves. The quotes were released along with the recent announcement of the Maritime Piracy Humanitarian Response Program.*

### An Italian wife talks about what is happening to her family

I haven't heard from my husband now for seven months. The last time we spoke he told me about the diminution of food and water availability and depletion of fuel for air conditioners. Death threats to the hostages have increased. I have lost all faith in the institutions and the government officers. There are no longer any contacts between pirates and the Foreign Ministry. This makes me very much concerned and even agitated. What is life without any news? My great concern is that last time we spoke my husband told me about the threats of decapitation.

### An Indian third engineer recalls his experience

We were hijacked for about six months. The pirate group (at times) was cooperative but sometimes they used to torture us. The engine room was unmanned and the crew cooperated to manage machineries.

The pirates had once opened fire in air to scare the engine staff as they needed the air conditioning plant to get operational. They want the job to be carried out in a minute's time which was not possible. Some crew were even tied up for few minutes as a way of showering their anger on innocent seafarers.

### A Ukrainian mariner tells of the pirates' regime and punishments

The pirates had a very strict chain of command and were well-organized. They had a strict system of punishments and penalties. They put a kind of a price list with punishments on the walls. The cheapest penalty started from U.S. \$5,000. Once I saw two of the pirates fight with each other and one of their officers shot one dead and then tied up the other in a very uncomfortable position. Then he left the tied guy on the open deck for a few hours, next to killed one.

### An Indian father shares his story

When we heard the news of our son's vessel being hijacked, we were totally broken up and did not know whom to approach. The company initially was very optimistic of bringing back our son from the hands of pirates. It took eight long months for them to negotiate with those monsters. We ran from pillar to post, all related government agencies and unions were contacted and appealed to help us. But nothing worked out. It all ended when the company agreed to pay a huge ransom amount to the pirates.



# General Fraser Takes Helm at TRANSCOM

The United States Transportation Command (TRANSCOM) has a new commander. He is Air Force Gen. William M. Fraser III, former commander, Air Combat Command, with headquarters at Langley Air Force Base, Va., and Air Component Commander for U.S. Joint Forces Command.

Fraser assumed his new duties during change of command ceremonies presided by Secretary of Defense Leon Panetta Oct. 14 at Headquarters, TRANSCOM, Scott AFB, Ill. He replaced Gen. Duncan J. McNabb, a staunch ally of the U.S. Merchant Marine, who had been at the TRANSCOM helm since September 2008. McNabb is slated to retire effective Nov. 30 following an Air Force career which has spanned some 37 years.

Army Gen. Martin E. Dempsey, Chairman of the Joint Chiefs of Staff, was the first to speak during the ceremony and lauded the efforts of U.S. Transportation Command.

"I can't imagine what we did to integrate our transportation activities before there was a TRANSCOM," said Dempsey. "I want to congratulate those former commanders ... and thank the young men and women who have served and are serving in TRANSCOM, because we couldn't be the armed forces we are without you.

"The foundation of our profession is trust," added Dempsey. "What you do for our armed forces enables that trust to occur.... We are the only military in the world that if we call for something ... if we need something on the battlefield, we're going to get it. And nine times out of 10, it will get there because of TRANSCOM."

In assuming his new command, General Fraser said, "TRANSCOM has earned a tremendous reputation of getting the job done, and I expect nothing short of your continued excellence.... I count myself among the very fortunate to serve with you.

"These are challenging times, but this is also an amazing time to be a part of TRANSCOM because with challenges comes opportunity," he continued, "and every individual in this command ... has the opportunity to make a real difference. It's not the planes, it's not the trains, the ships or the trucks that make things happen ... it is the people."

Fraser entered the Air Force in 1974 as a distinguished graduate of the Texas A&M University ROTC program. His operational assignments include duty as a T-37, B-52, B-1, and B-2 instructor pilot and evaluator. Fraser has commanded an operations group and two bomb wings. His staff duties include tours on the Air Staff, Joint Staff, and Joint Strategic Target Planning Staff at Offutt Air Force Base, Neb.

The general has also served as chief of the Nuclear Requirements Cell at Supreme Headquarters Allied Powers Europe, chief of staff for U.S. Strategic Command, Assistant to the Chairman of the Joint Chiefs of Staff and the 34th Air Force Vice Chief of Staff, Headquarters U.S. Air Force, Washington, D.C. Fraser has extensive wartime, contingency and humanitarian relief operational experience. During Operation Enduring Freedom he led an intelligence fusion organization that provided direct support to the warfighter.

Panetta took the podium and acknowl-



Gen. William M. Fraser III



Gen. Duncan McNabb

edged TRANSCOM's accomplishments under Gen. McNabb's command.

"We take time today to honor the quiet service and immense contribution of all of the men and women of this command.... USTRANSCOM directs a truly extraordinary and unceasing effort to sustain our operations around the globe. [It's] a logistics enterprise that I believe is unmatched in scale and unequal in effectiveness," Panetta said.

"Together with your components, you are the backbone of our military, the support structure upon which everything else hinges. Under General McNabb, this command has faced one of the most demanding periods in history," Panetta added, "and it has excelled."

McNabb thanked those who served

under his command.

"You are indeed the lifeline of the force ... sustaining our warfighters with the care and zeal only you can provide," McNabb said. "We've rewritten strategic transportation history."

TRANSCOM, one of nine combatant commands, provides air, land and sea transportation, terminal management and aerial refueling to support the global deployment, employment, sustainment and redeployment of U.S. forces. Its components include the Army's Military Surface Deployment and Distribution Command and Air Force's Air Mobility Command, Navy's Military Sealift Command in Washington, D.C., and the Joint Enabling Capabilities Command, Norfolk, Va.

## Congressmen Introduce Bipartisan Legislation To Safeguard Jobs in U.S. Maritime Industry

Working to create and preserve American jobs, Congressmen Elijah E. Cummings (D-Md.) and Jeff Landry (R-La.) on Oct. 14 introduced the American Mariners Job Protection Act (H.R. 3202), a bill with bipartisan support that will increase government transparency surrounding the issuance of waivers allowing non-Jones Act-qualified vessels to carry cargo between U.S. ports.

Under current law, when the head of the agency responsible for the administration of the Jones Act believes it necessary to waive the Act's requirements in the interest of national defense, the agency must request the Maritime Administration to assess whether Jones Act-qualified vessels are available to carry the cargo under consideration.

The American Mariners Job Protection Act would require the Maritime Administration to include in such assessments information on the actions that could be taken to enable Jones Act-qualified vessels to carry the cargo for which the Jones Act waiver is sought. The Maritime Administration would also be required to publish its determinations on its website. Further, the American Mariners Job Protection Act would require notification to be provided to Congress when a waiver is requested or issued.

"Our first priority in this Congress is to create and preserve jobs for Americans," said Cummings. "This Act will increase transparency to strengthen adherence to the Jones Act and ensure we make full use of American maritime capabilities. I want to make certain that every Jones Act-qualified ship that can carry cargo is full and that every American mariner who is ready to earn a good day's wage for a good day's work is able to do so. This bill will do that. I thank Congressman Landry and other members on both sides of the aisle for working with me, and I hope this common-sense solution will be quickly considered and enacted."

Landry, whose district has the most domestic maritime industry jobs in the nation and transports much of the nation's energy-based resources, is hopeful the bipartisan support of the legislation will mean prompt passage and put Americans back to work.

"American mariners are the most qualified and safest workers in the world; we must ensure that they are being fully utilized," he said. "I know the American Mariners Job Protection Act will give Americans much-desired government transparency and ensure that the American mariner is always the first option. I thank Congressman Cummings for his leadership on this issue and look forward to working with him in getting this bill passed."

Cummings and Landry introduced the American Mariners Job Protection Act following the issuance of Jones Act waivers to allow foreign vessels and foreign workers to transport petroleum products recently released from the Strategic Petroleum Reserve.

Even though the legislation was just introduced, it already has strong support, including from the SIU.

"The Seafarers International Union strongly supports all Congressional efforts to increase transparency, particularly when it comes to the Strategic Petroleum Reserve. We are pleased to support the bipartisan legislation introduced today by Congressmen Cummings and Landry and hope that Congress acts promptly to resolve this issue," said SIU Executive Vice President Augie Tellez.

The American Waterways Operators (AWO) – the national trade association for the tugboat, towboat and barge industry – praised the initiative. AWO President & CEO Thomas Allegretti said, "The 46 waivers to the Jones Act granted this summer – more than any in the history of our nation – shows us that this legislation is necessary to tighten up the national security requirements for waivers and to improve transparency in the waiver process. The industry, and the men and women who depend on it for their jobs, salute Congressmen Cummings and Landry for their leadership on this critical issue."

The other original co-sponsors of H.R. 3202 include Rep. Bennie Thompson (D-Miss.), Rep. Peter King (R-N.Y.), Rep. Candice Miller (R-Mich.), Rep. Frank LoBiondo (R-N.J.), Rep. Corrine Brown (D-Fla.), Rep. Mazie Hirono (D-Hawaii), Rep. Nick Rahall (D-W.Va.), and Rep. Rick Larsen (D-Wash.).

## Maritime Briefs

### Crowley Recognized for Safety

Crowley Maritime, an SIU-contracted company, was honored by the San Pedro, Calif., Chamber of Commerce on Oct. 4 for its environmental efforts. The company recently repowered the main engines and generators of its harbor tugs, the SIU-crewed *Admiral*, *Leader*, *Scout*, and *Master* to improve their emissions and energy efficiency. These improvements were made ahead of schedule. The advances resulted in major decreases in emissions from the boats, helping the environment both at sea and ashore.

### Historic Cargo Delivered

The SIU-crewed *Alliance Beaumont* delivered an historically significant piece of cargo last August. The vessel delivered the last M1A1 Abrams tank for use by the Iraqi military to the port of Umm Qasr, Iraq. The Iraqi government ordered 140 American-made Abrams tanks in order to help modernize their military and increase their security. The delivery made by the *Alliance Beaumont* marked the completion of the sale.

The vessel is operated by Maersk Line, Limited.

### Federation Stands Up for Jobs

In response to austerity measures brought on by the Greek financial crisis, mariners in that country have organized a variety of measures that will attempt to fight back against government attacks on seafarers' pensions, job security, and pay. The Pan-Hellenic Seamen's Federation, which is associated with the SIU through the International Transport Workers' Federation, organized two-day strikes that were set to start in mid-October. In addition to standing up for rank-and-file jobs, the union is also demanding that national shipowners reenter collective bargaining agreements.

### AMMV Chapter Meets in Ft. Lauderdale

The Gulfstream Chapter of the American Merchant Marine Veterans conducts its monthly meeting on the third Saturday of each month, excluding July and August. The meetings take place at the SIU hall at 1221 S. Andrews Ave., Ft. Lauderdale, Fla. at 1 p.m. The meetings are open to the Naval Armed Guard as well as all merchant mariners. New members are always welcome. For more information, call 954-720-1613.



# SHBP Announces 2012 Scholarship Program

## 15 Seafarers, 45 Dependents Claim Previous Awards Totaling in Excess of \$1 Million

Seafarers and dependents who are interested in furthering their education but need financial assistance should explore the scholarship opportunities being offered by the Seafarers Health and Benefits Plan (SHBP).

The SHBP each year offers scholarships to qualified Seafarers and dependents who are hoping to continue their education. Designed to ease the financial challenges associated with college and vocational studies, the 2012 SHBP Scholarship Program will offer eight awards totaling \$132,000. Three scholarships will be designated for Seafarers and five will be targeted for spouses and dependents. One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a postsecondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000.

Now is an ideal time to begin the application process. The first step is to send for the 2012 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, simply complete the form which appears below and return it to the address provided. As an alternative to requesting a package through the mail, they also are available at SIU halls.

Once the scholarship booklet has been received, applicants should check the eligibility criteria to determine if they are eligible to participate. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2012.

Items that need to be incorporated in the final application package include transcripts and certificates of graduation. Since some institutions respond slowly in handling transcript needs, requests should be made as early as possible.

Letters of recommendation – solicited from individuals who know the applicant's character, personality and career goals – should be included as part of the application package. A high-quality photograph and a certified

copy of the applicant's birth certificate are also required and should accompany the package.

A scholarship selection committee, consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than February 2012. Doing so will virtually assure that the results reach the evaluation committee in time for review.

Seafarers and dependents who previously applied for the scholarship program and were not selected are encouraged to apply again this year, provided they still meet the eligibility requirements.

Don't allow the rapidly increasing costs of higher education prevent you from realizing your goals—the SHBP Scholarship Program can make the same difference for you that it has for years made for other Seafarers and dependents. In the last eight years alone, the SHBP has awarded more than \$1 million in scholarships to 15 Seafarers and 45 dependents. A breakdown of these awards (by year) is as follows:

■ **2011** - Three active Seafarers and five dependents shared grants totaling \$132,000. Seafarers designated to receive these awards were: AB **Cleveland Foy**, AB **Timothy Squire Jr.**, and AB **Judith Merwin**. Dependents claiming scholarships included: Randi Isenhardt, daughter of Inland Captain **Randy Isenhardt**; Nermine Abdelwahab, daughter of AB **Mohamed Abdelwahab**; Hailey Grubbs, daughter of Recertified Bosun **Robert Grubbs**; Allison Matias, daughter of Chief Cook **Efren Matias**; and Gabrielle Camacho, daughter of AB **Noel Camacho**.

■ **2010** - \$146,000 in scholarships was awarded under the SHBP's 2010 scholarship program. Recipients included Recertified Bosun **Lon Oliver**; Robert Firme, son of Steward **Roberto A. Firme**; Alisha Wood, daughter of AB **Wilbert E. Wood**; Margot O'Meara, daughter of retired Inland Master **James O'Meara**; Eizie Giray, daughter of deep sea Bosun **Rufino J. Giray**; Jacob Miller, son of retired Chief Engineer **Marlin Miller**; Sime Masnov, son of Chief Engineer **Marijan Masnov**; and Molly Johnson, daughter of the late Bosun **Michael Johnson**.



■ **2009** – Two Seafarers and six dependents were awarded \$132,000 in scholarships. Claiming these grants were: Recertified Steward **Brandon Maeda**; QMED **Robert Oliveto**; Jeffrey Monteiro, son of Deep Sea Engineer **Francis Monteiro**; Bethany Horner, daughter of inland Captain **Arthur Horner**; Matthew Taylor, son of inland Captain **Rodger Taylor**; Jillian Cairco, daughter of retired Deep Sea Chief Engineer **Gary Jarvis**; Giselle Bodden, daughter of inland AB-Tankerman **Albert Bodden**; and Alyssa Rothschild, daughter of inland Chief Mate **Robert Rothschild**.

■ **2008** – Scholarships totaling \$140,000 awarded to AB **Peter R. Hokenson**; Brittany Redding, daughter of Chief Steward **Dennis Redding**; Christopher Wozunk, son of FOWT **John Wozunk**; Benjamin Wilmoth, son of QE **Wendel Wilmoth**; Albert Balatico, son of AB **Albert Balatico**; Xiao Xiao Li, daughter of SA **Meli Seegers**; and Sidney Kirk, daughter of AB **Robert Kirk**.

■ **2007** – \$120,000 in endowments were awarded to Sarah Abdelwahab, daughter of AB **Mohamed Abdelwahab**; Alice Cooper, daughter of tugboat Captain **James Cooper III**; Nicole LaPointe, daughter of AB **Robert LaPointe**; Justine Lopez, daughter of Oiler **Oswaldo Lopez**; Marian O'Neill, daughter of QMED **Guillermo O'Neill Jr.**; and Jenna Stillman, daughter of AB **Jerry Stillman**.

■ **2006** – Gifts totaling \$132,000 were bestowed upon Seafarers **Rahul Bagehi**, **Ken Stathos**, **Karen Domerego**, and **Brian McLarnon**. Dependents selected were: Renee Dunham-Jones, wife of Recertified Steward **Raymond Jones**; Ryan Kirby, son of deep sea member **Michael Kirby**; Suci Madjidji, daughter of QMED **Sjamsidar Madjidji**; Shaval Stewart, daughter of AB **Mark Stewart**; and Kayla Watson, daughter of AB/Tankerman **Randy Watson**.

■ **2005** – Three Seafarers and five dependents received \$132,000 in funding. Seafarers selected were Chief Cook **Kristen Swain**, **Brandon Maeda** and **Jeanette Montgomery**. Dependents receiving scholarships were Adam Burton, son of **Ross Burton**; Ashleigh Coppola, daughter of **Patrick L. Coppola**; Stefan Nikolic, son of **Desire Z. Nikolic**; Anthony Sabatini, son of **Anthony J. Sabatini**; and Ronald Viernes, son of **Leopold A. Viernes**.

■ **2004** – Six individuals—one active Seafarer and five dependents—shared \$106,000 in scholarship awards. **Mark A. Dyer** claimed the Seafarers scholarship. He was joined by dependents Mary A. Hornby, daughter of **James L. Hornby**; Eleanor R. Preston, daughter of **Chester W. Preston**; Aaron J. Gibson, son of **James O. Gibson**; Rafika J. Shibly, daughter of **Mohammed Shibly**; and Glenys I. Castro, daughter of **Salome M. Castro**.

Please send me the 2012 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ( ).....

This application is for:  Self  Dependent

Mail this completed form to:  
Scholarship Program  
Seafarers Health and Benefits Plan  
5201 Auth Way  
Camp Springs, MD 20746

### Union Plus Offers Financial Aid to College-Bound Union Members, Dependents

Applications for the 2012 Union Plus Scholarship Program are now being accepted, according to officials at Union Privilege.

One-time cash awards, the scholarships range in amounts from \$500 to \$4,000 and will be awarded to union members, their spouses and dependents who plan to pursue higher education degrees beginning in the fall of 2012. In total, \$150,000 in scholarships will be provided.

#### Eligibility criteria

■ Because the SIU participates in Union Plus, current and retired union members, their spouses and their dependent children (including foster children, stepchildren, and any other child for whom the individual member provides greater than 50

percent of his or her support) can apply for a Union Plus Scholarship. Grandchildren are not eligible unless a legal dependent (as defined by IRS regulations). Participating union members from the U.S., Puerto Rico, Guam and the U.S. Virgin Islands and Canada are eligible to participate.

■ Members do not have to purchase any Union Plus program product or participate in any Union Plus programs to apply for the scholarships, and scholarship awards are not based upon participation in a Union Plus program.

■ At least one year of continuous union membership by the applicant, applicant's spouse or parent (if applicant is a dependent) is required in order to participate. The one year membership minimum must be satisfied by May 31, 2012.

■ This is a competitive scholarship. Applicants will be evaluated according to academic ability, social awareness, financial need and appreciation of labor. A GPA of 3.0 or higher is recommended.

■ The applicant must be accepted into a U.S. accredited college or university, community college, technical or trade school at the time the award is issued. Awards must be used for the 2012 - 2013 school year.

■ Undergraduate and graduate students are eligible.

To receive consideration for these scholarships, an applicant must complete and submit an application package. This year's application is entirely online which allows prospective students to complete their applications over time and save their responses. Those interested in applying should visit [www.unionplus.org/education](http://www.unionplus.org/education). All packages must be received by Union Plus on or before 11:59 p.m. (Eastern Time) Jan. 31, 2012. Applications received after this deadline will not be considered.

All applications will be judged by a committee of impartial post-secondary educators. This committee will determine recipients of scholarship awards by May 31, 2012. During the first two weeks of June 2012 award recipients will be individually notified by mail, and all applicants will be sent an email with notification that the award list is posted at [UnionPlus.org/Scholarships](http://UnionPlus.org/Scholarships). Due to the volume of applications, Union Plus cannot provide any information on the status of an application before award announcements are made.

The Union Plus Scholarship Program since 1992 has awarded in excess of \$3.2 million to students of union families. More than 2,100 union families have benefited from Union Plus' commitment to higher education.



# Ohioans Register Win For Working Families

## Coalition of Supporters Get Repeal of SB 5 on November Ballot

Supporters of working families who oppose the highly controversial Ohio Collective Bargaining Bill – Senate Bill 5 or SB 5 – have achieved their goal of protecting workers' rights by putting a referendum on the November ballot to have the measure repealed.

Led by the organization We Are Ohio, teachers, firefighters, and unions in Ohio – including members of officials from the Seafarers-affiliated United Industrial Workers (UIW) – in April united forces and launched a drive to collect signatures to place the measure before voters in the November elections. A minimum of 1,000 Ohio voter signatures were required before official petition language could be approved and circulated. After that, backers of collective bargaining rights needed to collect more than 231,000 additional signatures by a July deadline to get the referendum on the November ballot.

Both requirements were met and a referendum on the contentious law officially

has been certified for the November ballot, with several hundred thousand valid signatures to spare. Ohio

Secretary of State Jon Husted's office in mid-July certified as valid 915,456 of the nearly 1.3 million signatures collected by We Are Ohio. The group only was required to have at least 231,149 valid signatures, though certain thresholds had to be met in half of the state's 88 counties.

Now that the measure has been certified as a referendum item, there is another situation that voters should know about, according to We Are Ohio: The law will no longer be known as SB 5 nor will it be called that on the November ballot. According to the organization, SB 5 is now "Issue 2," and that is how it will appear. When Governor Kasich signed Senate Bill 5 into law, the fight to get it off the ballot turned into the fight not against Senate Bill 5, but State Issue Two, the organization said.

"We Are Ohio is pleased that Ohio Sec-

retary of State Husted and the Ohio Ballot Board chose to follow the Ohio constitution and legal precedent by making a 'no' vote on Issue 2 a vote to repeal SB 5," said Melissa Fazekas, spokeswoman for We Are Ohio. "While our opposition may try to play political tricks to confuse voters, [the] decision by the Ohio Ballot Board will make that harder. Now that another hurdle has been cleared, We Are Ohio is focused on making sure our more than 1.3 million supporters know to vote 'no' on Issue 2 in November."

"A no vote on Issue 2 will completely erase SB 5 from the books," said UIW Vice President Great Lakes Bob Love. "So I challenge our union brothers and sisters to keep working hard to get the message out that if this bill remains on the books all of us will suffer. Hopefully our actions here in Ohio will shed light on the fact that all governors who are out to break unions really have only one agenda: to balance their budgets on the backs of middle class

workers."

Signed into law March 31, SB 5 limits collective bargaining for public employee unions. That means police officers, firefighters, teachers, and other state employees cannot negotiate for their wages, though they can still bargain for some benefits such as health care and pensions.

As written, SB 5 was slated to take effect July 1. However, the statewide campaign to repeal the bill means that it has been suspended until after the Nov. 8 election.

As of June 30, 2010, approximately 102,000 Ohio local government and 196,000 school district employees were covered under collective bargaining contracts. Of the 112,800 persons employed by institutions of higher education in the state, approximately 19,500 are represented by unions.

## SIU Submits Comments on STCW Convention to DOT

*Continued from Page 2*

Train the Trainer will also need to be rewritten to correspond with the changes. Therefore, we request guidance of the course submission components because the new language introduced leaves much room for interpretation and request clarification on the following points: (*Editor's note: The comments go on to list seven areas including performance objectives, instructor information and more.*)

Further, we would like to point out a number of items which should be included in Section 10.402, as follows: the new NMC mandated course codes; the course scope, objective, prerequisites, textbooks and homework assignments; how grades are determined; test questions, if used; how records are kept; and, instructor's manual. Specific tabs should be established for those listed items; they should be removed from the teaching syllabus; the course outline; and, instructor resumes.

■ **Onboard Assessments:** We are concerned about verifying onboard assessments conducted outside of an approved program, especially when we do not know the assessor. What measures will be in place to verify that student assessments conducted on board were done, done correctly, and documented properly in satisfying prerequisites for mariners who did not come through our approved programs? Our fear is that we might need to reassess students who come to us with onboard assessments that we cannot verify. We recommend that the National Maritime Center qualify assessors for onboard assessment, perhaps with an endorsement on their license or MMC, or by a letter qualifying them as Designated Examiners used in onboard towing assessments. Further, instructors under a course approval who are qualified as assessors should be able to conduct skills assessments onboard a vessel or school ship.

We also notice that onboard assessments for STCW Elementary First Aid are not equal for officers and ratings. We believe that this is an oversight on the part of the Coast Guard and should be addressed. Additionally, we would like to

request that instructors who teach Coast Guard-approved courses should be able to self-certify on those courses that they teach when those courses are required for license renewal. For instance, a First Aid/CPR instructor could self-certify on First Aid/CPR; a Water Survival Instructor could self-certify on Water Survival, etc.

■ **Basic Safety Training – Documentation:** We are concerned that the Coast Guard will be unable to track sea service dates that have a bearing on whether a mariner will meet certain qualifications criteria. We feel that implementation of the new regulations will put a huge burden on the National Maritime Center that will require rigorous evaluator training and strict oversight.

■ **Requirements to Qualify for an STCW Endorsement as Able Seafarer-Deck – A Gap between Rating Forming Part of a Navigational Watch (RFPNW) and Able Seafarer-Deck:** We believe that there will be a glut of mariners sailing internationally as RFPNW if they are not restricted to lookout duties until they become able seamen-special per the Code of Federal Regulations. While the RFPNW earns sea time and satisfies the requirements of A/II-5 of the Code, the path to able seaman-special remains balanced if the restriction remains in place. Under the 1995 amended Convention, the SIU-affiliated SHLSS created an eleven-month program from entry to AB-Special to meet the RFPNW/Able Seaman-Special training and assessment requirements. Most of the competencies of A/II-5 are accomplished in this program. This existing program can be modified to allow competencies for Able Seafarer-Deck to be added if the National Maritime Center will continue to grant sea service credit. Therefore, we recommend that the NMC grant sea service credit and actual sea service time to mariners who are enrolled in an approved program and who have completed all other requirements of Able Seafarer-Deck and are otherwise qualified for the endorsement.

■ **Certification of Tankerman:** We would like to bring to your attention inconsistencies in the tanker cargo operations provisions, 13.603 and 13.605

and the tankerman PIC requirements in 13.201 and 13.203. The supplemental notice includes no sea service requirement for basic or advanced oil cargo operations as indicated in the STCW. Further, topics 13.603 and 13.605 should be modified to contain specific sea service and training requirements to obtain the advanced tanker STCW endorsements. These should acknowledge and include service aboard barges with appropriate equipment so that service aboard such vessels allows for obtaining the onboard training and assessments to meet Regulation V/1 of the Convention. Finally, it is our belief that a combination of sea service, shipboard experience, and classroom training should be used as a qualification standard for tankermen on modern tank ships and barges.

■ **Engine Officer Endorsements – License and STCW Endorsement Pathway:** We believe that the proposed changes in the engineering training requirements in the supplemental notice represent a significant improvement over the notice of proposed rulemaking. However, we believe additional changes are needed to ensure an engineering career path that meets the twin goals of safety and practicality. We recommend the following additional changes to further modify the proposed requirements:

- Remove route restrictions from engineering licenses. An engineer seeking to sail on an international or ocean voyage will require an STCW endorsement. We believe that the need to obtain an STCW endorsement creates a route restriction.
- Eliminate the Chief Engineer Limited-Near Coastal license and replace it with a Chief Engineer Limited license limited to vessels less than 1600 GRT, unlimited horsepower. Consistent with the corresponding service requirements for deck licenses, we recommend that the service time required for a Chief Engineer Limited license also be reduced from five years to four years. There are many unlicensed engineers and limited scope licensed

engineers who perform duties and have responsibility as engineer aboard vessels sailing internationally. We recommend grandfather provisions upon proof of sea service. We feel that these mariners should be granted a limited-scope license and an STCW endorsement that allows them to continue to serve in the capacity in which they have sailed. This limitation could be restricted to a specific type of vessel, tonnage, and/or equipment the Coast Guard finds appropriate, but it is crucial that these qualified mariners are able to continue sailing.

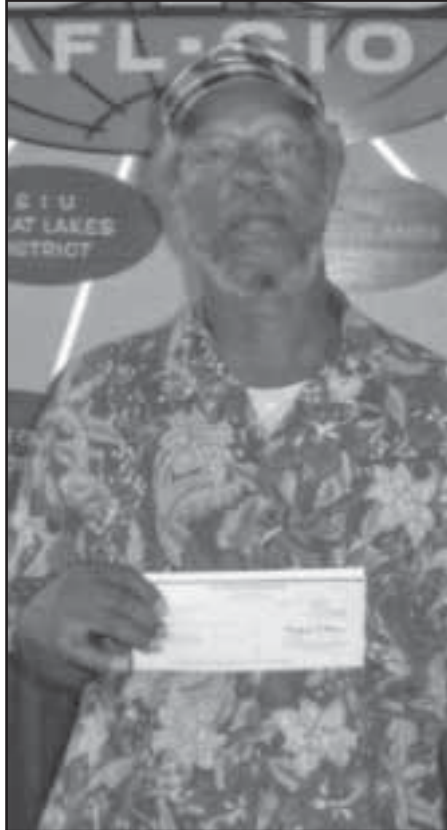
- Allow direct crossover from lower level to upper level licenses where appropriate, including a new crossover from Chief Engineer Limited to First Assistant Engineer Unlimited.
- Provide a direct crossover from Third Assistant Engineer to DDE-Unlimited horsepower and Assistant Engineer Limited to vessels under 1600 GRT, and from Second Assistant Engineer to Chief Engineer Limited to vessels under 1600 GRT.

Tellez then noted that both the SIU and the Paul Hall Center "applaud the Coast Guard for undertaking this challenging and complicated issue and compliment the agency for their work at the International Maritime Organization in amending the STCW Convention. Since the United States is a signatory to the Convention and a prime mover for its acceptance worldwide, we are cognizant that the agency is under a great deal of pressure to fully finalize the implementation of the STCW by its effective date next year. However, we must caution the agency to take its time in this endeavor and get it right so that mariners will not be negatively impacted. Therefore, before publishing a final rule, we ask that stakeholders be given additional time to comment on the proposal."





**BOOK PRESENTATION IN JACKSONVILLE** – During the September membership meeting in Jacksonville, Fla., SIU VP Gulf Coast Dean Corgey (left) presents a B-book to AB Larry Byrd.



**WELCOME ASHORE IN NORFOLK** – Two longtime Seafarers recently picked up their first pension checks in Norfolk, Va. In photo above, SIU VP Government Services Kermet Mangram (right) congratulates new pensioner Donald Hood, who sailed for 42 years, most recently as an AB. Pictured in the photo at left is John Cooper, who retired after 44 years, including recent trips as a GUDE.

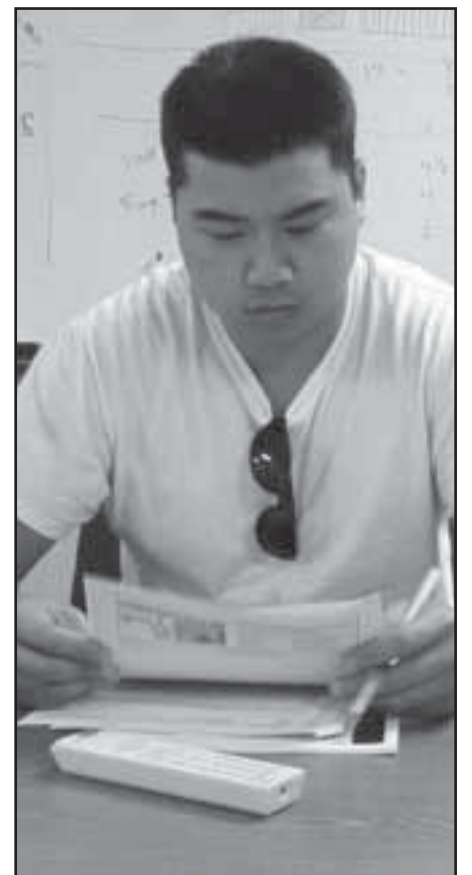
## *At Sea And Ashore With the SIU*



**ABOARD HORIZON TRADER** – Bosun Antonio Mercado (left) is shown during a recent voyage aboard the *Horizon Trader*. After 40-plus years with the union, the bosun is planning to retire. SIU Asst. VP Archie Ware, who emailed this photo to the *LOG*, thanked Mercado for a job well done and wishes him well in retirement.



**ABOARD APL PRESIDENT ADAMS** – SIU Assistant VP Nick Celona (left) and Patrolman Mark R. von Siegel (right) on Sept. 19 met with Seafarers aboard the *APL President Adams* in Staten Island, N.Y. The Seafarers in this photo are (from left, starting second from left) Chief Cook Erni Lizada, ACU Saeed Alahmadi and Recertified Steward William Churney.



**READY TO SAIL** – Unlicensed Apprentice Do Luong is all business as he completes paperwork just prior to joining his first vessel – a Crowley tugboat in Jacksonville, Fla.



**CRESCENT BOATMEN IN SAVANNAH** – Patrolman Brian Guiry in early September met with SIU boatmen in Savannah, Ga. The Seafarers are employed by Crescent Towing, which recently relocated its offices on Hutchinson Island. Pictured from left to right in photo at left are Justin Taylor, Doug Lewis and Ben Murphy. The photo at right includes Murphy (right) and Randy Sikes.





# Recollections from the Murmansk Run

*Editor's note: Last month's Seafarers LOG contained the first installment of an occasional series written by retired mariner Ed Woods, who first shipped out at age 16, during World War II. LOG readers were introduced to Woods' writing a little more than a year ago; he shared a separate story that was published off and on from September 2010 to July 2011.*

*"Recollections from the Murmansk Run" is a combination of Woods relaying the accounts of an old shipmate and filling in the blanks "with what I think could have taken place, based on my own wartime experiences at sea. For this reason, I call this narrative a non-fiction novel."*

*The names of the main character and his vessels are fictional.*

*The World War II convoys to the Russian ports of Murmansk and Archangel were dangerous and often deadly. Dozens of American-flag ships were sunk on the Murmansk Run, including many SIU-crewed vessels.*

*Last month's installment ended with the ship Pine Hill under attack in the North Atlantic, four days into its voyage as part of a convoy in late December 1943.*

It bothered me that while under attack we couldn't shoot back, without permission from the convoy commodore. I learned that fighting an unseen enemy while part of a convoy was routine. The only time you could get a look at a U-Boat was if it surfaced, its crew believing it had the advantage and could use its deck guns. A U-Boat would only come up if you were sailing alone without escorts.

Ed Saunders, the engine room cadet, told me that a cadet from the King's Point maritime academy was killed and went down with his ship after sinking a German raider off the west coast of Africa. The raider had fatally damaged the cadet's ship and came close by to finish it off believing that the fight was over. The cadet, although badly wounded, was able to fire the 3" 50, hit the raider dead on and caused an explosion that sank it. Only a few members of the crew from the cadet's ship lived to report the boy's act of heroism.

The noise and vibrations of the depth charges continued throughout the night. A destroyer passed in front of our bow and shortly after, a Canadian Corvette followed in its wake. The two war ships were dropping depth charges and the noise and vibrations were startling. There was no sleep that night. In the morning, when things had quieted down, all day-workers were told to get some sleep and be on standby.

Later, as we neared Iceland, we saw planes in the sky and hoped the planes would keep away the U-Boats. The rumor was that the day before, we had passed through a field of German U-Boats – an infamous Wolf Pack.

The subject of a "magic box" was also discussed. What was it that the commodore used to keep the ships in an orderly grid? It was known that our Navy escorts also had the so-called magic boxes that could see in the dark and in the distance. None of us, including the Navy gunners, knew how the boxes worked. It wasn't until many months later that we heard about radar.

I eventually went through the entire war on ships without radar or sonar. My deck officers relied on their own navigational skills, using charts, sextants and good old dead reckoning.

The second mate, Mr. Hale, who was the assigned navigator aboard ship, was a real gentleman and very friendly. When he was off duty, he would come aft to the poop deck and tell us about his past experiences and, more importantly, tell us the latest news. The ship was always full of rumors, but whatever the second mate



This photo was taken Sept. 3, 2011 in Murmansk, Russia. It shows U.S. Sailors assigned to the guided-missile frigate *USS Carr* placing flowers at the graves of American Merchant Mariners who died supporting the Arctic convoys of World War II. The *Carr* is on a three-month deployment supporting maritime security operations in the U.S. 6th Fleet area of responsibility. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jeff Troutman)

told me, I believed. He was that type of person.

As we passed Iceland and neared Ireland, I noticed that about half of the ships in our convoy had disappeared. Mr. Hale told us that the freighters in our convoy were on their way to Murmansk, Russia. Our ship would continue south towards England. Our oil and planes were needed there. Russia needed other war material: tanks and ammunition, but not oil. England needed fuel for the fighter planes to fight the German bombers and for the ships and small craft that would be used in the eventual invasion of mainland Europe.

Some of the older men tried to learn the names of the two ships that had been torpedoed and if any survivors had been picked up. I guess all of us thought that it could have been our ship: torpedoed and now down in the depths of the cold North Atlantic Ocean. I quietly gave thanks to God for sparing me and the *Pine Hill*.

On our ninth day at sea, we entered the North Channel between Ireland and Scotland. We were pleased to see British destroyers waiting to escort us through the Irish Sea. We anchored off Belfast, Northern Ireland, for the night and then the next day crossed over to Liverpool, England.

Liverpool had been ruthlessly bombed by the German Luftwaffe, many of its beautiful old buildings destroyed. As a safety precaution, many young children had been sent to the rural countryside to live outside the metropolitan area where there were fewer targets for the German air force. Other kids had been sent to the United States and Canada.

The city of Liverpool was alive with American military personnel on leave from the many camps that surrounded the city. There was talk in the pubs, mostly rumors, of a coming invasion of northern Europe. The United States and its allies were already in Italy pushing the Germans north with heavy casualties on both sides.

Larry and I received permission to stay ashore overnight and, after making a tour of Liverpool and strolling down

notorious Lime Street, we took a train to London. The damage and devastation I had witnessed in Liverpool was minor compared to what the German Luftwaffe had inflicted on London. I was pleasantly surprised, though, to see the Londoners going about their daily routines in spite of the formidable damage to their homes. They referred to their stance as "keeping a stiff upper lip."

Many of the pre-war attractions (museums and churches) were closed or, if opened, offered limited entry. We were, however, permitted to climb the stairs leading to the top of St. Paul's Cathedral and thereby have an impressive view of the city. Unfortunately, we could also see heavy smoke rising in the nearby distance. A guide told us the smoke was coming from the docks along the Thames. The area had been bombed numerous times and many of the old docks and warehouses set afire, some as recently as the night before.

We then had to hurry along to the railroad station to catch the evening express train back to Liverpool. We knew it wouldn't be in our best interest to be late for duty following our first overnight shore leave.

Late that evening, as our train was arriving at Liverpool Station, the city was once again under a bombing attack. We were directed to an air-raid shelter beneath the railroad platforms where we stayed until daylight, when the all-clear alarm was sounded. The buses and trams were not operating and we had to walk to the area on the Mersey River where the *Pine Hill* was at dock. On the way, we were stopped numerous times by local rescue groups and asked to help move debris off collapsed buildings. It was expected there were people still alive buried beneath the rubble. We did what we could and then hurried along.

Upon our arrival at the docks, we were shocked to learn that the *Pine Hill* had suffered a direct hit from a bomb and was on fire. There were a number of fireboats

and tugs alongside, pumping river water into the holds and tanks. A man who appeared to be in charge was yelling and telling the boats to stop pouring water into the ship. "You'll sink her right here where she sits. Better to let the fire burn itself out."

The official proved to be correct. The *Pine Hill's* tanks had been emptied and only fumes remained to burn. The fire sent black smoke into the sky all along the river and into the city center.

My immediate supervisor, the first assistant engineer, spotted Larry and me standing by and came over to tell us that arrangements were being made for the entire *Pine Hill* crew to stay at a local seamen's club. He gave us the address and told us to report there for further instructions, as there was nothing more to be done here at the pier. We had lost all of our personal gear in the fire and would need clothing and other personal items.

We stopped at a local food shop on the way to the club, as we had missed breakfast. We ordered coffee and small cakes that were sitting on the open counter. The coffee proved to be all chicory and the cake was as hard as nails. Larry made an unfavorable remark about the coffee and cakes to the waitress, who quickly reminded us that it was wartime. "I can see the two of you are a couple of young Yanks and I appreciate you coming over here to help us fight the Huns but please remember, we have but little to offer." I apologized for the two of us and we continued on our way.

When we arrived at the seamen's club and showed our identification, we were told we couldn't stay there as we were under 18. We would need to go the Angel Street Club for young seamen. The clerk said he would inform our ship's officers of our whereabouts. I couldn't believe my ears. Here we were, miles from home in a war zone, delivering war supplies and being told we were too young to stay at a

*Continued on Page 20*





Michael Sacco  
SIU President



Barbara Shailor  
Special Representative  
International Labor Affairs  
U.S. Department of State



Alison McGarry  
ITF Women's Coordinator

# Paul Hall Center Ho *'Landmark' Event Focuses*



David Heindel  
SIU Sec.-Treasurer and  
Chair, ITF Seafarers' Section

The SIU-affiliated Paul Hall Center for Maritime Training and Education hosted dozens of maritime union women leaders from across the globe Sept. 25-30. The attendees travelled to Piney Point, Md., to participate in the International Transport Workers' Federation Women's Conference on Leadership, Strategy and Organizing.

The ITF described the meeting as "a landmark conference" featuring 37

participants from 25 countries. Bernard, executive director of Law School (who helped organize International Affairs Director President Jacqueline Smith; an International Labor Affairs, U.S. Secretary and Secretary-Treasurer David (the ITF) also addressed the group.

SIU participants included Hazel Galbisco and Tracey M. Section. Karen Horton-Genne entertainment and Allied Trades.

According to the ITF, the conference provided the opportunity to share experiences and strengthen their unions and members.

Smith stated, "The maritime industry is losing members and losing jobs. We need our unions and our leaders to take action."

The gathering concluded with a call to develop practical union action plans for maritime workers," the ITF noted.

Alison McGarry, ITF Women's Coordinator, developed strategic plans – all aimed at increasing union power and securing more jobs.



Attendees from 25 countries meet at the union-affiliated school in Piney Point, Md.



Conference attendees and others are pictured near the meeting room.





Dr. Elaine Bernard  
Executive Director  
Labor and Worklife Program  
Harvard Law School



Cathy Feingold  
AFL-CIO International Affairs Director



Jacqueline Smith  
President  
Norwegian Seafarers Union

# Hosts ITF Women's Conference Focuses on Leadership, Strategy, Organizing

tries. Among the featured speakers were Dr. Elaine Bernard (Executive Director of the Labor and Worklife Program at Harvard Law School, which organized and co-sponsored the event); AFL-CIO International Affairs Director Cathy Feingold; Norwegian Seafarers Union President Jacqueline Smith; and Barbara Shailor, special representative, International Labor Office, U.S. State Department. SIU President Michael Sacco and David Heindel (who chairs the Seafarers' Section of the ITF) welcomed the group as the conference got started.

SIU Port Agents Elizabeth Brown, Becky Sleeper, and Tracey Mayhew, who also serves on the ITF's Fisheries Committee, represented the SIU-affiliated Seafarers' Endorsement Union.

The conference "provided maritime women leaders with experiences and tactics and strategize on how to further organize and build women leaders."

"The maritime industry is moving and changing. We're losing jobs. We need to move and change and better equip ourselves to cope with the times. We need dynamic unions." The conference was filled with attendees "using strategic planning tools to develop action plans to tackle the challenges confronting the industry," ITF noted.

Tracey Mayhew, SIU Women's Coordinator, commented, "The women delegates, all of which are ultimately contributing to building a stronger union, more wins for all workers, men and women."



Elizabeth Brown  
SIU Port Agent



Karen Horton-Gennette, SEATU Asst. VP (left), and Becky Sleeper, SIU Port Agent



Hazel Galbiso  
SIU Port Agent



Tracey Mayhew  
SIU Port Agent



# Holiday Deals and Discounts

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# Federal Benefits 'Open Season' Ends Dec. 12

This year, the federal benefits "open season" runs from Nov. 14 through Dec. 12. During open season, CIVMARS may review their respective health benefit plan options and select a health plan that meets their specific needs and the needs of their families.

The Seafarers International Union strongly encourages all CIVMARS to review health care plan options very carefully. For instance, selecting a plan that provides health care coverage for accidents or illness which may occur outside the United States is very important for all CIVMARS who sail aboard vessels forward-deployed. Currently, the union is negotiating with the U.S. Military Sealift Command (MSC) to ensure that CIVMARS who become injured or ill abroad will receive prompt treatment in medical facilities which offer care similar to the level of care offered by physicians and hospitals located in the United States.

Health care treatment for CIVMARS who become ill or injured while in the service of a vessel abroad is a very complicated issue, according to a spokesperson for the SIU's Government Services Division. Along with MSC, the Department of Labor-Workman's Compensation Division and other governmental agency regulations play a part in determining how CIVMARS will receive treatment and how payments for health care services abroad may be made. The SIU will be sending out additional information to CIVMARS as negotiations progress and once negotiations are completed.

While not every hospital abroad takes private health insurance, enrolling in a government-sponsored health care plan with overseas coverage may help expedite care in the event a CIVMARS needs emergency medical treatment.

The U.S. Office of Personnel Management website -- <http://www.opm.gov/insure/index.aspx> -- in part is designed to help CIVMARS understand health plan coverage options. Each health plan also has its own website that may be reviewed.

Other websites which are potentially useful to CIVMARS and their family members in comparing plans and analyzing coverage include Consumer Checkbook ([www.checkbook.org](http://www.checkbook.org)) and Plan Smart Choice ([www.plansmartchoice.com](http://www.plansmartchoice.com)).

CIVMARS who have additional questions are encouraged to call their union representative or email [civmarsupport@seafarers.org](mailto:civmarsupport@seafarers.org).

## Personal

Glen Hutton, who was an active SIU member from 1976 to 1985, would love to hear from former shipmates and school buddies. He is on Facebook and resides at 8615 Woodbrook Lane, Chevy Chase, MD 20815.

## December 2011 & January 2012 Membership Meetings

Piney Point.....	Monday: December 5, January 2
Algonac.....	Friday: December 9, January 6
Baltimore.....	Thursday: December 8, January 5
Guam.....	Thursday: December 22, January 19
Honolulu.....	Friday: December 16, January 13
Houston.....	Monday: December 12, January 9
Jacksonville.....	Thursday: December 8, January 5
Joliet.....	Thursday: December 15, January 12
Mobile.....	Wednesday: December 14, January 11
New Orleans.....	Tuesday: December 13, January 10
New York.....	Tuesday: December 6, January 3
Norfolk.....	Thursday: December 8, January 5
Oakland.....	Thursday: December 15, January 12
Philadelphia.....	Wednesday: December 7, January 4
Port Everglades.....	Thursday: December 15, January 12
San Juan.....	Thursday: December 8, January 5
St. Louis.....	Friday: December 16, January 13
Tacoma.....	Friday: December 23, January 20
Wilmington.....	Monday: December 19, January 16

# Dispatchers' Report for Deep Sea

September 16, 2011 - October 15, 2011

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
<b>Deck Department</b>										
Algonac	12	10	4	13	8	2	4	18	14	3
Anchorage	0	3	0	0	0	0	0	2	5	0
Baltimore	5	6	2	2	1	1	3	9	11	1
Fort Lauderdale	10	12	0	11	4	0	8	25	22	1
Guam	5	6	0	1	2	0	0	7	7	1
Honolulu	13	5	3	6	3	2	1	13	9	4
Houston	41	18	3	47	17	1	14	85	30	10
Jacksonville	27	27	3	25	15	1	15	54	50	7
Joliet	5	2	1	7	6	2	1	3	2	1
Mobile	11	2	2	6	1	1	2	20	12	1
New Orleans	20	5	0	18	0	0	2	24	10	1
New York	40	24	1	41	19	0	26	79	32	5
Norfolk	16	23	5	11	13	2	5	31	37	7
Oakland	24	13	1	24	10	1	12	48	21	0
Philadelphia	4	3	1	4	1	0	0	8	8	1
Piney Point	2	3	0	2	0	0	0	1	5	0
Puerto Rico	2	5	0	6	3	0	1	14	9	1
Tacoma	40	17	3	23	7	0	8	58	29	9
St. Louis	2	0	0	0	3	0	0	4	1	0
Wilmington	22	28	5	19	15	3	13	48	56	5
<b>TOTALS</b>	<b>301</b>	<b>212</b>	<b>34</b>	<b>266</b>	<b>128</b>	<b>16</b>	<b>115</b>	<b>551</b>	<b>370</b>	<b>58</b>
<b>Engine Department</b>										
Algonac	3	6	1	4	4	0	1	3	3	2
Anchorage	1	0	0	1	0	0	0	1	0	0
Baltimore	5	3	0	4	1	0	2	5	9	0
Fort Lauderdale	7	8	0	6	6	0	3	12	7	0
Guam	5	0	0	2	0	0	0	5	0	0
Honolulu	6	0	0	4	2	0	0	16	2	1
Houston	12	11	3	13	5	1	3	27	24	1
Jacksonville	12	23	1	15	16	0	6	35	46	1
Joliet	3	1	0	5	4	0	1	2	3	0
Mobile	4	2	0	7	1	0	4	11	3	0
New Orleans	6	2	0	4	2	0	0	9	2	0
New York	12	12	1	10	11	0	5	20	18	4
Norfolk	6	17	1	3	10	0	2	19	33	2
Oakland	11	11	0	11	9	0	5	15	16	0
Philadelphia	4	5	0	4	1	0	0	4	5	0
Piney Point	2	6	0	4	2	0	1	1	5	0
Puerto Rico	3	6	0	2	3	0	1	6	9	0
Tacoma	9	10	0	11	6	0	7	21	17	0
St. Louis	1	2	1	0	2	0	0	2	4	1
Wilmington	4	12	1	9	5	1	10	13	21	9
<b>TOTALS</b>	<b>116</b>	<b>137</b>	<b>9</b>	<b>119</b>	<b>90</b>	<b>2</b>	<b>51</b>	<b>227</b>	<b>227</b>	<b>21</b>
<b>Steward Department</b>										
Algonac	1	4	0	2	4	0	1	4	4	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	2	0	3	1	0	0	5	2	0
Fort Lauderdale	4	2	0	7	1	0	2	11	7	1
Guam	1	3	0	0	0	0	0	4	5	0
Honolulu	12	0	1	7	0	1	1	19	0	0
Houston	21	5	0	16	5	0	4	31	11	0
Jacksonville	12	7	0	13	6	2	7	35	7	2
Joliet	0	1	0	0	2	0	0	1	0	2
Mobile	6	2	0	2	0	0	0	11	6	1
New Orleans	3	1	0	3	1	0	0	10	2	0
New York	20	2	0	14	1	0	1	39	6	0
Norfolk	11	14	0	9	7	0	4	15	17	0
Oakland	15	5	1	14	2	0	4	30	9	2
Philadelphia	4	0	0	1	1	0	0	3	0	0
Piney Point	0	2	0	1	1	0	0	1	0	0
Puerto Rico	1	2	0	3	0	0	0	2	2	0
Tacoma	18	7	0	14	2	0	3	30	11	0
St. Louis	1	0	0	0	1	0	0	3	2	0
Wilmington	28	5	0	15	3	0	5	44	7	0
<b>TOTALS</b>	<b>161</b>	<b>64</b>	<b>2</b>	<b>124</b>	<b>38</b>	<b>3</b>	<b>32</b>	<b>298</b>	<b>98</b>	<b>8</b>
<b>Entry Department</b>										
Algonac	1	15	16	2	15	7	1	4	12	26
Anchorage	0	2	0	0	2	0	1	0	3	1
Baltimore	1	3	4	1	6	2	1	0	7	2
Fort Lauderdale	0	5	6	0	2	0	0	0	18	10
Guam	0	2	0	0	3	0	0	0	3	1
Honolulu	2	7	4	3	2	4	0	6	13	4
Houston	1	12	4	3	9	0	1	5	30	12
Jacksonville	3	16	13	2	9	2	0	6	41	22
Joliet	0	2	1	1	1	1	0	0	2	4
Mobile	0	6	2	0	2	0	0	1	10	5
New Orleans	2	6	5	0	3	0	0	3	3	7
New York	4	30	2	4	17	7	7	11	55	17
Norfolk	0	22	18	0	17	9	1	1	38	41
Oakland	3	18	4	5	15	8	2	5	29	20
Philadelphia	0	3	4	0	1	1	0	0	2	4
Piney Point	0	12	8	0	15	9	1	0	5	1
Puerto Rico	1	1	0	0	0	1	0	1	2	0
Tacoma	4	12	3	2	12	2	2	11	21	8
St. Louis	1	2	1	0	1	0	0	1	2	1
Wilmington	10	17	5	3	7	6	1	9	49	30
<b>TOTALS</b>	<b>33</b>	<b>193</b>	<b>100</b>	<b>26</b>	<b>139</b>	<b>59</b>	<b>18</b>	<b>64</b>	<b>345</b>	<b>216</b>
<b>GRAND TOTAL</b>	<b>611</b>	<b>606</b>	<b>145</b>	<b>535</b>	<b>395</b>	<b>80</b>	<b>216</b>	<b>1,140</b>	<b>1,040</b>	<b>303</b>



## Seafarers International Union Directory

**Michael Sacco, President**

**Augustin Tellez, Executive Vice President**

**David Heindel, Secretary-Treasurer**

**George Tricker, Vice President Contracts**

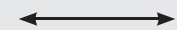
**Tom Orzechowski,  
Vice President Lakes and Inland Waters**

**Dean Corgey, Vice President Gulf Coast**

**Nicholas J. Marrone, Vice President West Coast**

**Joseph T. Soresi, Vice President Atlantic Coast**

**Kermett Mangram,  
Vice President Government Services**



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

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

Government Services Division: (718) 499-6600

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



# Inquiring Seafarer

*Editor's note: This month's question was posed to individuals who are taking upgrading courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.*

**Question: What are your views on the state of the economy and how has it affected you?**

**Thomas Miller**  
*GUDE*

Our economy is not in good shape right now. I think that we are all going to have to pull together to defeat forces that want to tear down the economy even more. If we don't pull together then we as a nation are going to fall. It's imperative that we get organized, work toward positive, achievable goals and not allow ourselves to be thrown off course by forces from the right wing media who don't have the country's best interests in their agenda. Rather than listen to them, people should look around, utilize other outlets and find out things for themselves; things that will help the economy recover. Doing this would put the fear of God into the hearts of those who are trying to destroy this country. Personally, I have lost \$8,000



to \$10,000 that I had invested in the market in mutual funds and stocks. It will take me some time to recover from these losses, but still I'm not giving up on America and I'll continue to invest in it. These stocks really do help me out; they pay me. Every time I come off of a ship, the payoff gets put into the market as well as the bank and someday I hope to be rich. When that day comes, I will know that I have earned the right to be rich.

**Chris Smith**  
*Ordinary Seaman*

Things are pretty bad right now where the economy is concerned. In my view it was inevitable that the economy had to change given everything that was going on. Knowing that a downturn was going to happen, I downsized and it has become more of a manageable situation for me. For the public, I think it has made them focus on achieving realistic goals rather than pursue unrealistic dreams. For me personally, the bad economy has awakened me up to reality. I won't generalize on what the future holds on a broad spectrum economically, but I do think that things eventually will get better. The best advice I can give is to go back



to work if you can, enjoy what you do and you'll make money.

**Daniel Fields**

*AB*

The economy is not in the best shape now like it used to be, but I hope and pray that it will get better. The downturn has not really had a big impact on me because I keep going to work, saving my money and resisting the temptation of going on mad spending sprees. The other thing is that I live by faith, pray and focus on God rather than on the economy. As long as I live life by faith, then I know that I'm in good shape because I know that God has my back. So, at the end of the day, if people live by faith everything will be fine.



**David Quade**

*QMED*

I really hope the economy gets better soon because a lot of people are out of work and looking for jobs. I have not met that fate and I consider myself lucky because so far it looks like I made the right choice where my career is concerned. So the bad economy has not really affected me that much because this union has really kept me

gainfully employed and shielded me from the bad conditions which many people are facing. I know a lot of people are suffering now, but hopefully things will get better soon.



**Melissa Gooch**  
*STOS*

The state of the economy is actually the reason I'm here and a member of the SIU. My previous job was in real estate; I did it for five years. The market went south on me so I wanted to find another career path, a change in lifestyle. Things are looking up for me now thanks to my new career with the union, which I started in May 2010. I love it a lot because sailing is a somewhat of a family tradition. One of my grandfathers, sister and brother-in-law all did it and my other grandfather was in the Navy.



## Pic-From-The-Past



For the SIU-sponsored Little League Baseball team of Puerto de Tierra, P.R., 1977 was a championship season. The squad (pictured with coaches and two young supporters) placed first that year in the Puerto Rico Championship, winning the finale by the score of 15-0, according to accounts from that season.

*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](mailto: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

### LEWIS DESCHAINE

Brother Lewis DesChaine, 66, joined the SIU in 1980. He initially sailed aboard the *Independence*. Brother DesChaine was born in Washington, D.C., and worked in the steward department. In 1984, he began sailing with the Military Sealift Command. Prior to his retirement, Brother DesChaine worked on the *USNS Charles Drew*. He lives in St. Anthony, Minn.



### ANDREW HUNTER

Brother Andrew Hunter, 66, signed on with the Seafarers in 1964 while in Mobile, Ala. He originally worked on the *Steel Flyer*. In 1979 and 1981, Brother Hunter took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. He most recently sailed aboard the *Robert E. Lee*. Brother Hunter worked in the engine department. He makes his home in Alabama.

### GREGORY JOHNSON

Brother Gregory Johnson, 56, began sailing with the union in 1977. His first trip was on the *Baltimore*. Brother Johnson worked in the deck department. He upgraded often at the maritime training center in Piney Point, Md. Brother Johnson's final voyage was on the *Maersk Missouri*. He settled in Ronkonkoma, N.Y.

### FRANKLIN KOSIBOSKI

Brother Franklin Kosiboski, 70, donned the SIU colors in 1977. His earliest trip was with Michigan Interstate Railway. Brother Kosiboski enhanced his skills in 2008 at the Paul Hall Center. He sailed in both the deep sea and Great Lakes divisions. His most recent trip was aboard the *St. Mary's Challenger*. Brother Kosiboski, who sailed in the deck department, lives in Mt. Plymouth, Fla.

### ROMERO LUGTU

Brother Romero Lugtu, 67, became a Seafarer in 1983 while in the port of Honolulu. His first trip was aboard the *Constitution*; his last was on the *Lightning*. Brother Lugtu was born in Pampanga, Philippines, and worked in the deck department.

He upgraded three times at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Lugtu resides in Las Vegas.



### CLARENCE MURPHY

Brother Clarence Murphy, 62, started sailing with the SIU in 1988. He was initially employed aboard the *Dynachem*. Brother Murphy was a member of the engine department. His final trip was on the *Horizon Reliance*. Brother Murphy attended classes in 2002 at the Piney Point school. He calls San Francisco home.

### VICTOR ROSADO

Brother Victor Rosado, 65, began his SIU career in 2001 as the NMU was merging into the SIU. The engine department member's last trip was aboard the *Yorktown Express*. In 2001, Brother Rosado enhanced his seafaring abilities at the maritime training center. He is a resident of Houston.

### JERRY STUART

Brother Jerry Stuart, 71, was born in Barbados. He started his SIU career in 2001 as the NMU was merging into the SIU. In 1999, Brother Stuart visited the Seafarers-affiliated school in Piney Point, Md., to upgrade his skills. He sailed in the steward department. Brother Stuart's last voyage was aboard the *Maersk Ohio*. He makes his home in Wellington, Fla.

### LEONARD VILES

Brother Leonard Viles, 58, signed on with the union in 1974. He initially worked on a Vivian Tankship Corporation vessel. On numerous occasions, Brother Viles took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. The engine department member's final trip was aboard the *Horizon Spirit*. Brother Viles resides in Encino, Calif.



### CECIL YEARWOOD

Brother Cecil Yearwood, 71, began sailing with the SIU in

2001. He shipped aboard vessels including the *Lt. John U D Page* and the *APL Agate*. Brother Yearwood attended classes frequently at the Paul Hall Center. He was born in Barbados and worked in the deck department. Brother Yearwood is a resident of Brooklyn, N.Y.

## INLAND

### PETER ALBANO

Brother Peter Albano, 65, donned the SIU colors in 1967 while in the port of New York. His earliest trip was with Victory Carriers Inc. Brother Albano enhanced his skills often at the Paul Hall Center. His most recent trip was aboard a Penn Maritime vessel. Brother Albano, who sailed in the engine department, lives in Atlantic Beach, Fla.

### WILLIAM CLIETT

Brother William Cliett, 62, joined the union in 1978 while in Jacksonville, Fla. His first ship was the *Manhattan Island*; his last, the *Padre Island*. Brother Cliett was born in Georgia and worked in the deck department.

On three occasions, he took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. Brother Cliett settled in Savannah, Ga.

### PETER DEPEDER

Brother Peter Depeder, 62, began sailing with the SIU in 1978. His earliest trip was on a Gulf Canal Lines vessel. Brother Depeder shipped in the deck department. His final vessel was operated by Moran Towing of Philadelphia. Brother Depeder resides in his native state of Illinois.

### ALFREDO DIGREGORIO

Brother Alfredo Digregorio, 58, signed on with the SIU in 1971. He primarily sailed aboard vessels operated by Crescent Towing & Salvage Company. Brother Digregorio worked in the deck department. He calls New Orleans home.

### JOHN LYTJEN

Brother John Lytjen, 61, became a union member in 1979. He originally sailed on the *Manhat-*

*tan Island*. Brother Lytjen was born in Savannah, Ga. The deck department member most recently worked aboard the *Liberty Island*. Brother Lytjen continues to reside in Georgia.

### RICHARD ROSSER

Brother Richard Rosser, 57, joined the SIU in 1974. He mainly worked with Crescent Towing & Salvage of New Orleans. Brother Rosser was a member of the deck department. He makes his home in Belle Chase, La.

## NATIONAL MARITIME UNION

### THEODORE RYWELSKI

Brother Theodore Rywelski, 65, started sailing with the SIU in 2001 during the SIU/NMU merger. He worked in the engine department. Brother Rywelski's final voyage was aboard the *Cape Douglas*. He was born in New York and settled in North Charleston, S.C.



## This Month In SIU History

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

### 1942

British Prime Minister Winston Churchill offered his thanks and the thanks of the Royal Navy to the crews of two SIU-contracted ships that returned to New York after 11 months on the run to Russia. A commendation relayed by Adm. E.S. Land, director of the War Shipping Administration, from the British Admiralty said in part, "Mr. Winston Churchill, the British Prime Minister, has particularly requested that he be associated with this message of congratulations.... I should like also to offer my congratulations to you and your crew for excellent work you all performed during this encounter, which is a great credit to the United States Merchant Marine." The ships are unnamed for security reasons.

### 1951

After many months of building preparations the SIU moved into its new headquarters over the weekend of Nov. 17. The building at 675 Fourth Ave., Brooklyn, was acquired over a year ago and was made necessary by the fact that SIU outgrew the old headquarters building at 51 Beaver Street in downtown New York. The move was made by the headquarters staff, and the office staff, with many rank-and-file members assisting. The new building is perhaps one of the finest union offices to be found anywhere in the country. It is only a little more than seven years since the move from the small and dingy office at 2 Stone Street near South Ferry in downtown New York which used to house the headquarters of the union.

### 1962

The latest in a series of important advances to assure all Seafarers the best possible food and food service aboard ship is now underway at SIU headquarters with the launching of a new refresher school for SIU chief stewards as part of the Steward Department Recertification Program. Five veteran stewards are enrolled in the first class. The program, developed over the past couple years, is the result of a recommendation by a committee of rank-and-file members of the steward department. It features both classroom and practical work to upgrade the steward and teach him the skills necessary for a chief steward's rating.

### 1970

In a program that began on Sept. 14 at the Harry Lundeberg School, Piney Point, Md., more than 500 of the union's members - active Seafarers and pensioners - participated in a 12-week series of crew and pensioner conferences. The purpose of the conferences was to provide members with an opportunity to learn more about their union and the maritime industry. The conferences gave members a closer look at the history of the SIU, the union contract and constitution, and their pension and welfare benefits. In addition, it made SIU members more aware of the problems and of the future of the maritime industry. The conferences have been part of a union experiment in education at the school [featuring] the blending together of trade union seminars, vocational training, and academic education.





# Final Departures



## DEEP SEA

### JACK ALVES

Pensioner Jack Alves, 80, died April 21. Brother Alves became a Seafarer in 1960 in the port of San Francisco. He initially sailed with Liberty Navigation Trading Company. The Connecticut native was a member of the deck department. Prior to his retirement in 1993, Brother Alves worked aboard the *Consumer*. He settled in Pine Grove, Calif.



### RAFAEL AQUINO

Pensioner Rafael Aquino, 80, passed away April 11. Brother Aquino began sailing with the union in 1970 from the port of San Francisco. He was born in the Philippines and worked in the steward department. During his seafaring career, Brother Aquino sailed on vessels including the *Santa Mariana* and *President Washington*. He went on pension in 1996 and lived in San Francisco.

### LAWRENCE BANKS

Pensioner Lawrence Banks, 81, died April 23. Brother Banks was born in Mobile, Ala. He signed on with the SIU in 1953. Brother Banks, a member of the steward department, originally worked with Waterman Steamship Company. He last sailed aboard the *Overseas Chicago*. Brother Banks became a pensioner in 1989 and continued to reside in Alabama.



### JAMES BOYLE

Pensioner James Boyle, 74, died May 7. Brother Boyle first donned the SIU colors in 1978 while in the port of San Francisco. He initially shipped aboard the *Santa Mariana*. Brother Boyle, who sailed in the steward department, was born in New York. He last worked on the *Cape Mohican*. Brother Boyle retired in 2002 and made his home in Reno, Nev.



### GILBERTO BURGOS

Brother Gilberto Burgos, 61, passed away February 9. Brother Burgos joined the SIU in 1997. The engine department member initially shipped on the *USNS Denebola*. Brother Burgos was born in Ponce, P.R. His final trip was aboard the *Horizon Producer*. Brother Burgos continued to call Puerto Rico home.

### JAMES BUSH

Pensioner James Bush, 81, died

April 21. Brother Bush was born in Indiana. He started sailing with the union in 1964. Brother Bush, who sailed in the deck department of both the inland and deep sea divisions, first was employed aboard the *Seawind*. His last voyage was with Mariner Towing. Brother Bush went on pension in 1987. He was a resident of Brooksville, Fla.

### ARNOLD BUSTILLO

Pensioner Arnold Bustillo, 79, passed away May 1. Brother Bustillo joined the union in 1970 in the port of New Orleans. He originally worked aboard the *Steel Maker*. Brother Bustillo's final trip was on the *Stonewall Jackson*. The deck department member was born in Honduras. Brother Bustillo retired in 1996 and called River Ridge, La., home.

### VIRGIL CAMPBELL

Pensioner Virgil Campbell, 86, died May 3. Brother Campbell began sailing with the Seafarers in 1969 while in the port of Houston. He was born in Andalusia, Ala. Brother Campbell initially shipped aboard the *Steel Scientist*. His final ship was the *Leader*. Brother Campbell, who sailed in the steward department, went on pension in 1991. He continued to live in Alabama.



### SALVADOR CORDERO

Pensioner Salvador Cordero, 72, passed away May 7. Brother Cordero became an SIU member in 1969 while in the port of New York. His earliest trip was aboard the *American Pride*. Brother Cordero last shipped on the *Pride of Texas*. He was born in Puerto Rico and sailed in the deck department. Brother Cordero started receiving his pension in 2003 and made his home in Orlando, Fla.

### ANTONIO ESCOTO

Pensioner Antonio Escoto, 73, passed away April 29. Brother Escoto started sailing with the SIU in 1962. He was a member of the engine department. Brother Escoto first was employed with Waterman Steamship Company. His final trip was aboard the *Willamette*. Brother Escoto became a pensioner in 2003. He was a resident of Texas.



### ERNEST HARRIS

Pensioner Ernest Harris, 82, died April 27. Brother Harris began his SIU career in 1951 while in the port of New York. He was an Ohio native and worked in the steward department. Brother Harris initially sailed on AH Bull Steamship Com-

pany vessels. Prior to his retirement in 1996, he shipped aboard the *Rover*. Brother Harris called Racine, Ohio, home.



### WALTER LECLAIR

Pensioner Walter Leclair, 75, passed away March 3. Brother Leclair became a union member in 1953.



He originally was employed with InterOcean American Shipping Company. The deck department member was born in New Hampshire. Brother Leclair

last sailed on the *Anchorage*. In 2000, he retired and settled in Chatham, Mass.

### OLMAN MORALES

Pensioner Olman Morales, 96, died April 19. Brother Morales was born in Costa Rica. He first donned the SIU colors in 1951. Brother Morales' first vessel was the *Cubore*; his last, the *Santa Maria*. He worked in the engine department. Brother Morales retired in 1980 and made his home in Valencia, Calif.



### THOMAS NAVARRE

Pensioner Thomas Navarre, 83, passed away December 22. Brother Navarre became a Seafarer in 1951 in the port of New Orleans. He initially worked aboard the *Del Sud*. Brother Navarre, a member of the steward department, was a Louisiana native. Prior to his retirement in 1991, one of his last ships was the *Long Lines*. Brother Navarre resided in San Pedro, Calif.



### WILLIE PATTERSON

Pensioner Willie Patterson, 87, passed away April 28. Brother Patterson joined the SIU in 1958 while in the port of New Orleans. His initial trip was on the *Del Valle*. Brother Patterson, who sailed in the steward department, last shipped aboard the *Robert E. Lee*. Brother Patterson went on pension in 1990 and settled in Louisiana.

### JOHN ROBINSON

Pensioner John Robinson, 83, died May 6. Brother Robinson began shipping with the SIU in 1946 from the port of Houston. His earliest trip to sea was aboard the *Wild Ranger*.

Prior to his retirement in 1984, he sailed on the *Delta Manpower*. Brother Robinson, a member of the deck department, made his home in Louisiana.



### JEFFERY SAXON

Pensioner Jeffery Saxon, 65, passed away April 20. Brother Saxon became an SIU member in 1964 while in Mobile, Ala. He initially shipped aboard the *Monticello*. Brother Saxon was born in Alabama and worked in the deck department. He last sailed on the *Sulphur Enterprise*. Brother Saxon retired in 2010 and continued to reside in his native state.

### EDMUND SOIHET

Pensioner Edmund Soihet, 80, died January 25. Brother Soihet started his seafaring career in 1966. He originally sailed aboard the *Del Mar* as a member of the engine department. Brother Soihet was born in Honduras. His final trip was on the *Archon*. Brother Soihet went on pension in 1997. He was a resident of La Cieba, Honduras.

### OLA STORNES

Pensioner Ola Stornes, 100, passed away March 12. Brother Stornes was born in Norway. He signed on with the SIU in 1962 while in the port of New York. Brother Stornes originally worked in the engine department of a Seatrain Lines vessel. He last sailed aboard the *Jacksonville*. Brother Stornes went on pension in 1976 and continued to live in Norway.



## INLAND

### GEORGE BAGGOTT

Pensioner George Baggott, 80, died April 29. Brother Baggott became an SIU member in 1976 while in Houston. He mainly sailed aboard vessels operated by Marine Contracting & Towing Company. Brother Baggott was born in South Carolina. He started receiving his pension in 1992 and resided in Charleston, S.C.



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

## NATIONAL MARITIME UNION

### CLARENCE BROOKS

Pensioner Clarence Brooks, 98, died April 25. Brother Brooks, a native of Honduras, became a pensioner

in 1971. He called Massachusetts home.

### RAFAEL CAMACHO

Pensioner Rafael Camacho, 86, passed away April 25. Brother Camacho was born in Manhattan, N.Y. He went on pension in 1987. Brother Camacho settled in Longwood, Fla.

### JUDEX FAISCA

Pensioner Judex Faisca, 86, died April 29. The Puerto Rico-born mariner became a pensioner in 1987. Brother Faisca was a resident of Bronx, N.Y.

### EPIFANIO PADILLA

Pensioner Epifanio Padilla, 86, passed away April 19. Brother Padilla was a native of Puerto Rico. He started collecting his retirement compensation in 1972. Brother Padilla lived in Manhattan, N.Y.

### LUIS ORTIZ

Pensioner Luis Ortiz, 83, died April 19. Brother Ortiz was born in Ponce, P.R. He went on pension in 1967 and continued to call Puerto Rico home.

### ANGELO SAN FLIPPO

Pensioner Angelo San Flippo, 83, passed away May 19. Brother San Flippo was a native of Camden, N.J. He retired in 1969. Brother San Flippo made his home in Collingswood Borough, N.J.

### NERO THREET

Pensioner Nero Threet, 76, died April 3. Brother Threet was born in Venice, Fla. He became a pensioner in 1999. Brother Threet settled in Lynnwood, Wash.

### JAMES WALTON

Pensioner James Walton, 91, passed away April 13. Brother Walton was a Morganton, N.C., native. He started collecting his retirement compensation in 1980. Brother Walton lived in Lansdowne, Pa.



Name	Age	DOD
Colomb, Joseph	79	April 2
Cruz, Julio	92	Feb. 21
Davis, Prince	94	March 10
Dumas, Enrique	87	March 18
Ellison, Michael	87	Feb. 15
Fercovich, Marion	87	March 10
Harris, Taylor	80	March 32
Malkinson, Frederick	63	March 5
Martinez, Ernesto	87	March 11
Morales, Alberto	102	Jan. 29
Ruiz, Oscar	86	March 21
Smith, Clyde	72	April 4
Strong, Andrew	85	March 20
Washington, Wilfred	90	March 16



# 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.

**DEPENDABLE** (Transoceanic Cable Ship Company), August 2 – Chairman **Sanyboy Whiting**, Secretary **Manuel Basas**, Educational Director **Ely Cuaresma**, Deck Delegate **Jose Bautista**, Steward Delegate **Francisco Calix**. Chairman touched on contract extension and upcoming project. Educational director reminded fellow mariners to keep documents current and recommended taking advantage of upgrading opportunities at Paul Hall Center's Seafarers Harry Lundeberg School of Seamanship. No beefs or disputed OT reported. Crew read President Mike Sacco's column online at [www.seafarers.org](http://www.seafarers.org). Cable operation project is still in progress and is expected to be finished by month's end. Bosun thanked crew for shipboard safety and "good separation of garbage." Ship's fund contains \$4,000. Special thanks given to Chief Cook Franz Schnell for the good food he serves. Next port: Portland, Ore.

**ENDURANCE** (Crowley), August 16 – Chairman **Michael Presser**, Secretary **Raymond Lackland**, Educational Director **Travis Moody**, Deck Delegate **Artis Williams**. Under old business, crew discussed contract issues including lack of financial compensation in certain circumstances. Chairman talked about importance of communicating crew's requests and suggestions, including ways to boost productivity while decreasing company's costs. Educational director advised crew of the importance of upgrading and the need for regular re-training to keep up with an ever-changing industry. He said we all need to keep pace with technology. Disputed OT reported in all three departments. Crew further discussed concerns about contract. Chairman expressed gratitude to SIU members for maintaining their professionalism and diligence while aboard what he described as the largest RO/RO in the American-flag fleet.

**LIBERTY SUN** (Liberty Maritime), August 28 – Chairman **Mark Downey**, Secretary **Louins Johnson**, Educational Director **Thomas Miller**, Deck Delegate **Michael Merrell**. Chairman reported a smooth, injury-free trip. He also asked everyone to become familiar with contract and informed members that copies are available at the ports. He thanked Recertified Steward Johnson for excellent menus and food. Secretary thanked chairman and crew for assistance with trash boxes. He reminded members to check expiration dates on documents and also encouraged them to read the *Seafarers LOG* to stay informed about issues that affect the maritime industry. Educational director recommended everyone take advantage of training offered at Piney Point. He also encouraged members to support SPAD, the union's voluntary political action fund. No beefs or disputed OT reported. Recommendations were made to reduce retirement age, increase vision benefits and reduce sea time required for medical benefit eligibility. Next port: Point Comfort, Texas.

**CHAMPION** (Maersk Line, Limited), September 3 – Chairman **James Walker**, Secretary **Willie Massaline**, Educational Director **Dennis Baker**, Deck Delegate **Gerald Ray**, Engine Delegate **Alexander Cordero**, Steward Delegate **Gregorio Blanco**. Chairman and secretary



## With SIU Members Aboard the OSG Tanker Overseas Long Beach

These photos of the OSG tanker *Overseas Long Beach* and some of its crew were taken Sept. 20 on the West Coast. Pictured from left to right in the group photo are Patrolman Nick Marrone II, Bosun Samuel Porchea, GUDE Alfredo Nieto, Chief Cook Cleto Lindong and Recertified Steward William Burdette.



encouraged fellow members to read SIU President Michael Sacco's column in each edition of the *LOG*. Secretary urged members to support the union's leadership, contribute to SPAD and contribute to the Maritime Defense League. He said that with contract negotiations on the horizon, it is more important than ever to "perform our jobs in top fashion." Educational director reminded mariners to keep documents current and keep track of expiration and renewal dates. Treasurer discussed use of fund that's maintained for no lost-time injuries. No beefs or disputed OT reported. New washing machine has been installed. It requires high-efficiency washing machine detergent. Membership thanked galley gang for job well done – the food has been excellent. Crew requested that the *LOG* publish more information pertaining to medical and pension benefits and the Seafarers Money Purchase Pension Plan. Next port: Elizabeth, N.J.

**CHARGER** (Maersk Line, Limited), September 18 – Chairman **Robert Pagan Jr.**, Secretary **Rolando Lopez**, Educational Director **Andrew Linares**, Deck Delegate **Julius Dagoldol**, Engine Delegate **M'Barek Nouhairi**, Steward Delegate **Khaled Taffi**. Chairman announced payoff scheduled for next day, and reported a successful voyage with no accidents. He thanked crew for working safely. He asked mariners to close laundry door quietly for off-duty watchstanders who are sleeping. He emphasized proper use of elevator and reminded everyone going ashore not to forget their TWIC. He thanked steward department for excellent meals. Secretary reported that sanitary inspections went very well. He asked mariners to leave rooms clean, strip off bunks

and leave fresh linen. Educational director encouraged members to upgrade in Piney Point. He thanked galley gang for excellent meals. Treasurer reported \$720 in ship's fund. No beefs or disputed OT reported. Motion was made to increase vacation benefit. Chairman announced that new TV, DVD player and CD player will be purchased and installed at the gym. Next port: Los Angeles.

**GREEN POINT** (Central Gulf Lines), September 4 – Chairman **Eduardo Morre**, Secretary **Darlene Steede**, Educational Director **Pasquale Dibiasse**, Deck Delegate **Samuel McDaniel**, Steward Delegate **Lamberto Palamos**. Chairman suggested that mariners communicate with union officials about any unresolved problems or issues. He reminded crew about Labor Day holiday and OT. He thanked galley gang for hard work, good food "and being friendly to all." Secretary had discussion with crew concerning stores (quantities and quality of provisions) and thanked them for their assistance. Educational director recommended upgrading at Piney Point and also recommended participating in Seafarers 401(K) Plan. Treasurer reported \$500 in ship's fund and said extra gym equipment and/or movies will be purchased. Deck delegate emphasized importance of shipboard safety. Crew requested new mattresses. Photos from shipboard barbeque will be sent to the *LOG*.

**HORIZON ENTERPRISE** (Horizon Lines), September 3 – Chairman **George Khan**, Secretary **William Bryley**, Educational Director **Joseph Egan**, Deck Delegate **Chuck Turner**, Engine Delegate **Mike Bautista**, Steward Delegate **Jamie Austria**. Chairman noted crew will

have a little extra time in Honolulu this trip due to Labor Day holiday. He encouraged crew to communicate with SIU VP Contracts George Tricker if they need assistance, and he also reported on the company's recent refinancing. Secretary reminded everyone to separate plastics from wet garbage, and also to leave rooms clean for new members coming on. Educational director urged everyone to check out the new version of the SIU website and in particular the members-only section, which includes work history and other information. He encouraged Seafarers to donate to SPAD "to help fight for our jobs." No beefs or disputed OT reported. Crew reported delay in receiving *LOGs*. Crew also read President Sacco's recent column about a number of SIU-contracted companies being honored for safety. They noted more and more members are being featured in the newspaper for safety awareness. Crew recommended name change for one benefit plan and also reminded each other to minimize noise in passageways as off-duty watchstanders sleep. Chairman formally introduced Unlicensed Apprentice **Lucas Osborn** and encouraged everyone to show him the ropes and answer any questions he may have. "After all, we were all new to this game at one time." Next ports: Honolulu, Tacoma, Wash., and Oakland, Calif.

**MAERSK CAROLINA** (Maersk Line, Limited), September 5 – Chairman **Wilfred Maurice**, Secretary **Alexander Banky**, Educational Director **Jessie Ulibas**. Under old business, crew said no communications have been received concerning bonuses for traversing hostile waters. Chairman reported payoff scheduled for following week in Newark, N.J.

Vessel just completed another quarter with no lost-time injuries, which extends the streak to longer than seven years. He advised everyone to secure staterooms and workplaces for North Atlantic crossing and said it has been a smooth trip. Secretary said last *LOG* received was the June edition. He advised members to "stay informed and read it because it has all the up-to-date information and changes on benefits and shipping rules." He reminded fellow members to contribute to SPAD "because when you do, you help yourself as well as your union brothers and sisters." He also advised crew who are getting off to leave rooms like they would like to see when they are joining ship. Educational director recommended taking advantage of upgrading opportunities at Piney Point. Besides issue of bonus for sailing in hostile waters, steward delegate reported several problems with port stewards and expressed concern about food budget. Crew thanked steward department for great meals. Crew made a dozen suggestions concerning contracts and benefits plans.

**MAERSK GEORGIA** (Maersk Line, Limited), September 10 – Chairman **Konstantinos Prokovas**, Secretary **Darryl Goggins**, Educational Director **Trent Sterling**. Crew attached letter concerning contract clarification they are seeking. Secretary reminded departing members to make sure their rooms are clean and to leave clean linen. No beefs or disputed OT reported. Votes of thanks given to deck and engine departments for jobs well done. Crew requested increase in pension benefits.



# War Memories Remain Fresh in Mariner's Mind

Continued from Page 11

regular seamen's club.

Many of the English sailors we met when we arrived at the young seamen's club were younger than us. Bill, the other wiper, was there complaining that he was almost 18 years old and didn't like spending time with a bunch of kids. He calmed down once he saw that we were there with him. The English sailors looked about 14 years old and were slightly built compared to Larry, Bill and me.

We had to pay a fee of one shilling, about 20 American cents, for the night's lodging and the morning breakfast. There was a huge hot water urn on a table next to the check-in desk that was in use day and night to brew tea for anyone who wanted it. The English kids spent most of their time next to the urn.

The next morning, there was a message for us at the desk: "... report to the British Merchant Navy's crewing office on High Street, without delay."

The entire crew of *Pine Hill* was at the hall when we arrived. The ship had been declared unfit for sea service and would need extensive repairs. The authorities were attempting to have it towed across the Irish Sea to Belfast where there were marine repair yards. In the meantime, we would be assigned to ships that needed replacement personnel. Larry and I were able to stay together by volunteering to work on an American Liberty ship that had finished being repaired. It had suffered damage in a gun battle with a German raider. Bill was assigned to an oil tanker heading back to the States. He told us that we were both crazy letting ourselves be put aboard a ship going who knows where. We told him we heard the new ship was bound for Russia. He couldn't understand that we thought of it as an adventure — something we never expected to do and would, most probably, never again have the opportunity.

Our new ship, a Liberty type, the *S/S John Henry*, was only a few months old. It was docked in Birkenhead on the opposite side of the Mercy River from Liverpool. The crewing office arranged transporta-

tion for the two of us and we left immediately to take on our new responsibilities. We had been hoping to spend a few more days in Liverpool to take in the sights of the old city, but it was not to be.

The engine room on the *John Henry* was different from the *Pine Hill*. On the *Pine Hill*, we had steam turbine engines; now, we had a reciprocating engine, known as an up-and-down engine. They were much nosier and made the engine room dirtier. Well, not exactly dirty, but they did throw more oil about and made our work a bit harder. We had to keep the floor plates clean and as dry as possible. Our new first assistant engineer let us know the first time we met him that he wanted and expected a clean engine room. "We don't want anyone slipping and falling because of dirty floor plates, do we?"

He proved to be an all right guy once he learned we were new to the sea and had less than a month's experience on ships. We told him about losing our gear in the fire and he immediately had the ship's purser open up the slop chest so we could buy clothing and other personal items. We bought dungarees, shirts, shoes, toothbrushes, toothpaste and shaving kits. We didn't have any money to pay the bill. The purser said not to worry about it; he would charge it to our account. He told us that we would most likely be reimbursed for our losses from the fire on the *Pine Hill* when we returned to the States.

We had said our goodbyes to the *Pine Hill* crew when we left the crewing office. Billy had been a good friend and we would miss him. Our new first assistant engineer introduced us to a third wiper, a real old-timer about 50 years old, named Tex. He had been on the *John Henry* since it was launched some months before. He quickly let us know that he was qualified to sail as a fireman/watertender or an oiler, as he had passed the examinations and had the required United States Coast Guard endorsements. He said that over the years he had become tired of standing watches and preferred day work. The first told us that he would give the work orders to Tex each morning and for us to follow his instructions.

The gunnery officer, Ensign Kelly, assigned me aft to the big 5 inch 38. The lead Navy gunner told me that I would be the hot-shell catcher. This meant that during gunnery practice I would try to catch and salvage the spent shells and toss them into a nearby bin. However, if we were to engage in enemy action, I was to toss the shells overboard as quickly as possible so they would not get in the way of the gunners.

There were five U.S. Navy gunners assigned to the gun. It was the biggest gun aboard ship and would be the most important in any fight. I was not happy with my new assignment and I let it be known. Ensign Kelly told me that every job was important but he would keep me in mind when he needed a man for a 20 mm.

Tex asked if we knew that we were on a ship loaded with practically every explosive used by the military: bombs, grenades, assorted ammunition and various-sized weapons both small and big. He said, "If you think a tanker loaded with high-test gasoline will blow sky-high when hit with a torpedo, you gotta see what this ship will do. Yes, sir, I've seen my share of good ships loaded with explosives get hit; they evaporate, disintegrate, and disappear." He seemed to take satisfaction in watching the two of us wince.

The next day, in a small convoy escorted by British destroyers, we sailed for the British navy base at Scapa Flow in the Orkney Islands off northern Scotland. When we arrived at the anchorage, we learned we would be part of a larger convoy bound for Murmansk, Russia. An American Navy officer came on board and offered heavy warm clothing to anyone who thought they would need it on the voyage. Bill and I asked for winter jackets and heavy underwear. Tex laughed when he heard about our request and said, "You know, unless something very unusual happens, you sure won't need heavy clothing in the engine room." We reminded him that we expected to go ashore in Murmansk. In the meantime, the only clothing we had was what we were wearing the day we left the *Pine Hill* and the few things we bought from the *John*

*Henry's* slop chest.

For the first two days, we were on alert 24 hours a day. The Navy gunners were standing watches of four on and four off in order to keep as many men on lookout as possible. The sounds of the sirens, horns and whistles from the escorts as they chased sonar readings were endless. Our ship's captain, J. B. Behlmer, sent word to the chief engineer that he wanted any man from the engine room that could be spared from work to come topside and stand lookout. It was said that more lookout personnel improved the chances of seeing a U-Boat or the wake of a torpedo before it hit. A few seconds' notice of an oncoming tin fish (torpedo) can frequently give the helmsman the time to veer out of its path.

As ordered, Larry and I reported to the chief mate, Mr. Elmer Smith. He posted us to the boat deck, the uppermost deck of the ship — Larry to the port and me to the starboard. It was bitter cold and I surely was pleased that I had requested the extra warm clothing when we were at Scapa Flow.

Each hour and 20 minutes, we would be relieved for 10 minutes and allowed to go below to the mess hall to warm up and enjoy a hot cup of coffee. Finally, at the end of a four-hour watch, we were told to go below and get some sleep. Those were the best words I had heard in a long time. However, as we got to our fo'c'sle, all hell broke loose. Loud explosions filled the air and the ship vibrated, as the two of us grabbed our lifejackets and raced topside. The air was filled with black smoke and, yet, in the darkness, I could see ships on fire.

Liberty ships are not noted for their speed and it was obvious the engine crew had the *John Henry* going as fast as she could. Larry and I went to our battle stations where we were told that the convoy was breaking up. We were in the middle of a German wolf pack and the commodore had ordered every ship to separate from the group and to sail alone. "Every ship for itself!"

## 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 Schedule

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

Please note that this schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

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

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

Title of Course	Start Date	Date of Completion
<b>Deck Department</b>		
ECDIS	December 10	December 16
GMDSS	November 26	December 9
Lifeboat	November 12	November 25
<b>Engine Department</b>		
Welding	November 26	December 16
<b>Steward Department</b>		
Chief Cook These modules start every other week. The most recent class began October 31.		
Galley Operations/Advanced Galley Operations These modules start every Monday.		
<b>Safety Upgrading Courses</b>		
Advanced Firefighting	November 12	November 25
Basic Safety Training	November 14 December 5	November 18 December 9
Medical Care Provider	November 26	December 2

## Important Notice For All Paul Hall Center Students

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

## 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 \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## Computer Classes Offered at Paul Hall Center



Four upgraders recently completed training in various computer classes at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. Pictured from left to right in the photo above are Class Instructor Rich Prucha along with graduates Haeven Bautista, Elmer Marko, Mony Williams and Ronnie Hamilton. In addition to classes for phase one through three unlicensed apprentices, and assorted upgrading courses for merchant mariners, the Southern Maryland-based school offers a five-day, independent computer familiarization class. This class introduces students to the computer, its operations, and the basics of the Windows Operating System. Students may venture into word processing, database, spreadsheet, graphics and typing training programs as time permits. Hundreds of mariners take advantage of these classes annually during their stays at the school for upgrade training.

## NOTICE: NMC Web Site is Vital Resource for Mariners

The National Maritime Center (NMC), the licensing authority for the U.S. Coast Guard, offers a comprehensive web site covering mariner credentialing, medical guidelines and much more. The site features a wide range of applications and forms, deck- and engine-department exam information, lists of Coast Guard-approved courses and more. Seafarers

are encouraged to check out the site at: <http://www.uscg.mil/nmc/>

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

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

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

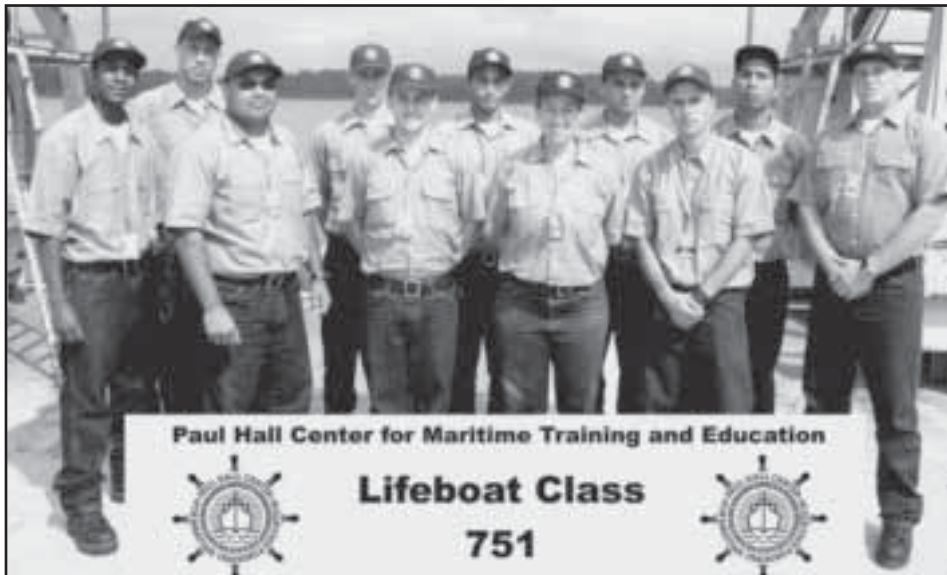
*NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: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

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

11/11



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 751** – The following individuals (above, in alphabetical order) completed this course Sept. 30: Leonilo Arano, Brian Beasley, Jared Cabasug, Eric Garcia, Julius Gimutao, Ronnie Hamilton, Chace Jabotte, Rachel Janssen, Christopher Johnson, Eser Kaptan, Leonard Patterson, Robert Sale, Victor Sanchez, Antonio Tindugan, Justin Vacencia and Dionta Winstead. (Note: Not all are pictured.)



**Marine Electrician** – Ten upgraders completed their training in this course Sept. 2. Graduating (above, in alphabetical order) were: Miguel Abad, Levy Calzado Jr., Linaizys Castillo, Trevor Cohn, Stravon Jordon, Michael Kelly, Nat Lamb, Ronald Pheneuf, Jesse Tornabene and Steven Wilson. Jay Henderson, their instructor, is at the far left. (Note: Not all are pictured.)



**Fast Rescue Boat** – Four upgraders graduated from this course Sept. 23. Completing their requirements (above, in alphabetical order) were: James Copeland, Alan Jacobson, Omar Madrid and Gary Turner. Class Instructor Stan Beck is at the far left.



**Tankship Familiarization** – Ten upgraders graduated from this course Sept. 30. Completing their requirements (above, in alphabetical order) were: Jeffer Baguio, Fontaine Barber, Michael Carruba, Daniel Fowers, Anecito Limboy, Osar Lopez, Butch Lumansoc, Harry Massa, Kevin Moore and Kenneth Taylor. Brad Wheeler, their instructor, is fifth from the left.



**Medical Care Provider** – The following individuals (above, in alphabetical order) graduated from this course Sept. 9: Haeven Bautista, Kelly Doyle, Brian Frederick, Joseph Krajnik, Edison Lalin, Forrest McGee, Felix Nunez, Freddie Patterson Jr., DonJuan Quarterman, and Justin Valencia Rodriguez. Class Instructor Mark Cates is at the far left.



**GMDSS** – Eight Seafarers completed the enhancement of their skills in this course Sept. 9. Graduating (above, in alphabetical order) were: Carlo Balaiaadia, Nicole Geidman, Enchantress Johnson, Karen Laycock, Elmer Marko, Robert Taylor, Richard Trovillo and Alexander Ward. Class Instructor Brad Wheeler is at the far right.

**Junior Engineer** – Two classes of upgraders completed their requirements in this course Sept. 16. Graduating (right, in alphabetical order) were: Jason Albertson, Jose Bonita, Jeffery Bull, Chris Ceyzyk, Daniel Chisum-Coffey, William Coffy, Rollin Crump, Michael Durago, Charles Gaitu, Armando Garayua, Thomas Hawks, Detricke Kelly, Barry Knowles, Jared Latta, John McKay, Douglas McLaughlin, Loreto Orosco, Orlando Pajarillo Jr., Carmus Peet, Leland Peterson, Victor Rios-Lopez, Alberto Semedo, Steve Shaffer and Reylian Tendido. Class Instructor ROBERT Ott is at the far left.





# Paul Hall Center Classes



**Basic & Advanced Firefighting** – The following individuals (left, in alphabetical order) completed their training in this course Sept. 30: Ritchie Acuman, Richard Cole, Dante DeMcCutac, Enchantress Johnson, Frederick Kotoky-Sackson, Karen Laycock, Clayton Lupton, Roy Madrio, Mark Maduro, Elmer Marko, Terrance Maxwell, Stephen Morris, Aisea Mua, Hashiem Pittman, Mykola Smitnov, Jo-Vanii Sprauve, Clive Steward, Anthony Thomas, Allen Ward and Michael Wittenberg. Class instructors Joe Zienda and Wayne Johnson are at the far left and far right respectively. (Note: Not all are pictured.)

## Important Notice

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



**Specially Trained Ordinary Seaman** – The following upgraders (above, in alphabetical order) completed this course Sept. 9: Kenneth Benton, Ronnie Hamilton, Steve Reiber, Kerian Reyes and Dionta Winstead. Their instructor, Tom Truitt, is at the far right.



**BST (Hawaii)** - The following individuals (above, in no particular order) completed their requirements in this class Sept. 24 at the Seafarers Training Facility in Barbers Point, Hawaii: Erikka Crain, Savio DeSena, Anthony Dickey, Jessica Eskew, Stephen Fosnight, Shemeka Hamilton, Jammal Key, Kyle Knight, Neil Lawinger, Kristin Mich'L, Brad Norris, Chris Prentice II, Jarrett Willis, Gregg Buford, Hillary Kruse, Errol Davis and Christopher Pogue.



**Designated Duty Engineer (Test Prep)** – Ten upgraders completed their requirements in this course Sept. 23. Those graduating (above, in alphabetical order) were: Clint Haylock, Bill Hryhorchuk, Bryan Hughes, Michael Hurst, Edison Lalim, Danny Mayfield, Freddie Patterson, Jr., Don Quarterman, Ricky Shumock and William Tucker. Jay Henderson, their instructor, is at the far right.



**BST (Hawaii)** - The following individuals (above, in no particular order) completed this course Sept. 17 in Barbers Point, Hawaii: Angel Barto, Mary Brenner, Marguerite Gonder, Jeremy Hebda, Aqui Johnson, Christopher McCabe, Samantha Moser, Donna Jones Reid, Justin Sinclair, Jessica Ware, Alexander Wildar, Steven Hirschi, Anjulia Ebanks-Rivera, Sebastiao Gomes, Wilfred Pave, Owen Wallace and Michael Henderson.



**Pumpman** – Five upgraders completed this course Sept. 30. Graduating (above, in alphabetical order) were: Haeven Bautista, Francis Brown, Gregory Johns, Eddy Newman and Tijani Rashid. Instructor Jim Shaffer is at the far left.



**BST (Hawaii)** - Fourteen individuals graduated from this course Sept. 10 at the Seafarers Training Facility in Hawaii. Completing their requirements (above, in no particular order) were: Kenny Chong, Justin Flynn, Nicolas Gardner, Konstantin Kolyabin, Thomas Preston, Steven Vela, Timothy Nelson, David Martinez, Alexander Mrazek, DeWitt Cooper, Todd Cook, Meghan Moroney, Elizabeth Bailey and Julie Hunter.



**BST (Hawaii)** - The following individuals (above, in no particular order) graduated from this course Aug. 27 at the Seafarers Training Facility in Barbers Point, Hawaii: Erikka Crain, Savio DeSena, Anthony Dickey, Jessica Eskew, Stephen Fosnight, Shemeka Hamilton, Jammal Key, Kyle Knight, Neil Lawinger, Kristin Mich'L, Brad Norris, Chris Prentice II, Jarrett Willis, Gregg Buford, Hillary Kruse, Errol Davis and Christopher Pogue. (Note: Not all are pictured.)





Seafarers in Tacoma, Wash., (photos above, at right and below right) enjoyed a full house, live entertainment, and great food at a barbeque hosted at the union hall on Sept. 23.

## Seafarers Enjoy Annual Gathering in Tacoma

The Tacoma, Wash., hall was bustling with Seafarers, friends, family, and even pets on Sept. 23 at the annual barbeque and monthly membership meeting. The hall was packed with around 120 members and guests who came out to spend some of their off-time discussing union business and enjoying good food prepared by their union brothers and sisters. In addition, Recertified Steward **Lincoln Pinn**, who is a semi-professional keyboardist and singer, performed an outdoor concert and played a variety of hit songs for the attendees.

"This year marked the fifth annual barbeque," said Port Agent Joe Vincenzo. "In the past, we've held a Fourth of July barbeque on our July membership meeting day. This year we chose Labor Day instead, an appropriate day (in this case, Sept. 23) for Seafarers to gather and reflect not only on their work aboard ships but on the availability of work and the near-seamless process of registering

and securing a job at the hiring halls."

The event couldn't have been a success without the hard work from a variety of Seafarers who voluntarily took time to plan, shop, and prepare, according to Vincenzo. The committee this year consisted of Recertified Stewards **Travis Jefferson, Tom Belvin, Michael Meany, and Lewis Johansen**, as well as Chief Cooks **Ingra Maddox, Keesha Smith-Holloway, and Nasser Ahmed**.

Manning the grills this year were Ahmed, Meany, QMED **Chad Hess**, BREC **Ben Born**, Chief Cook **Abdullah Falah**, and Recertified Steward **Jioia de Leon**. Born, in addition to donating 30 pounds of beef brisket, was approached by a man walking down the street who said he was hungry. Born, Vincenzo, and other members made sure he got something to eat.

Following the success of the fifth annual barbeque, the Tacoma hall is looking forward to many more.



### Around the Port of Tacoma



AB Cesar Runatay (left) takes the union oath and receives his book from Port Agent Joe Vincenzo.



Chief Cook Chris Hopkins, *North Star*



AB Kaid Adam, *North Star*



Seafarers (photos at left and above) pack the Tacoma, Wash., hall for the September membership meeting.