



The

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# Seafarers Log

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## 'Maritime Transportation Delivers'

*Commanders, Congressmen, Business and Labor Leaders Address MTD*



Industry leaders and backers gathered Sept. 5-6 in Los Angeles for the convention of the Maritime Trades Department (MTD), AFL-CIO. Representatives from the military, Congress, the administration, business and labor collaborated during the quadrennial gathering on ways to sustain and revitalize the U.S.-flag industry. MTD/SIU President Michael Sacco is pictured at right while Gen. William Fraser, commander, U.S. Transportation Command is shown in photo at left. In the group photo at lower left, pictured from left are Acting Maritime Administrator Paul "Chip" Jaenichen, SIU Secretary-Treasurer David Heindel and Seafarers Union of Russia President Yury Sukhorukov. Standing left to right in the photo at lower right are SIU VP Government Services Kermett Mangram, SIU Exec. VP Augie Tellez, Rear Adm. Thomas "T.K." Shannon, commander of the U.S. Military Sealift Command, and SIU Asst. VP Government Services Chet Wheeler. Some of the other attendees are pictured directly below. The convention's theme was "Maritime Transportation Delivers." Coverage starts on page 3 and continues on pages 9-14.



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## President's Report

### Worthwhile Jobs Fight, Vital Program

Supporters of the U.S. Merchant Marine understand that our victory earlier this year in the U.S. House of Representatives involving the Food for Peace program wasn't the end of the fight, and that definitely has proven true. If anything, attacks on this extremely worthwhile program – vital to feeding millions of hungry people around the world and a key source of jobs for SIU members as well as tens of thousands of other Americans – increased as summer turned to fall.



Michael Sacco

I'm going to give our opponents credit for at least this much: They're good liars. They've manipulated some of the media by mixing in just enough truth to appear credible, then shoveling deceptions on top of it. The results include accusations that this life-saving program (also known as Public Law or PL-480) somehow has the opposite effect and is harming the needy overseas. That's nothing short of preposterous.

The short version of this fight is that foreign-flag interests and others who don't care about American jobs want to take the money from this time-tested program and send it directly overseas. That approach could prove catastrophic for American national security and possibly fatal for some of the people who depend on food that's sent from the U.S. on American-flag ships.

If you're not up to speed on this battle, you should know that an estimated 44,000 American mariners, port workers, farmers, transportation workers and processors have jobs that depend on the program. If you count other domestic jobs related to Food for Peace, that number is close to 100,000.

In addition to being a source of good American jobs, PL-480 puts America in a positive light while literally saving lives. The U.S. Department of Agriculture, along with the United Nations, regularly report staggering statistics about world hunger, with heart-wrenching numbers that aren't always easy to comprehend. But they add up to more than 900 million people around the world who suffer from hunger. Food for Peace brings relief to many of those in need, and it does more than feed people. It has served an essential role in supporting foreign policy and building important trade links for our farmers in countries like India, Poland, Romania, and Egypt.

There is another key aspect to this program. It helps maintain a pool of U.S. mariners who are available to sail on U.S. military-support ships in times of need. No one has to take my word for it – our county's military leaders have made this case for years. Food for Peace and other cargo preference laws are essential to maintaining our national defense sealift capability. Any decrease in food aid tonnage would have to be compensated for elsewhere in order to keep up that capability and keep those ships sailing.

Another problem with simply sending cash overseas is that many of the beneficiaries of Food for Peace are in unstable regions to begin with. Accountability would be a huge concern, and that's putting it politely. This point was made crystal clear in a recent U.S. government report harshly critical of the transparency and accountability of reconstruction efforts in Afghanistan. The same agency that oversees Food for Peace heads up that effort, and the only reasonable conclusion to draw from the report is that the oversight capability to implement the administration's proposed changes to food aid simply does not exist.

The SIU is proud to stand behind the Food for Peace program, and we reject any further erosion of it. In fact, we're going to continue working with our allies to not only preserve the current program but also restore it to proper funding levels that were in place before cuts took place in recent years.

Jobs are at stake, lives are at stake, and we'll stay in the ring for as many rounds as this fight lasts.



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

## Seabulk Orders Jones Act Tankers

### NASSCO to Construct 2 Vessels for SIU-Contracted Company

New SIU jobs are on the horizon following the early-September announcement that the parent company of Seafarers-contracted Seabulk Tankers, Inc. has ordered two product carriers from General Dynamics NASSCO.

The vessels will be 50,000 dead-weight ton LNG-conversion-ready tankers, each with a 330,000-barrel cargo capacity. Construction of the first ship is scheduled to begin in late 2014, with deliveries scheduled for the second quarter of 2016 and first quarter of 2017. Each vessel will be 610 feet long.

San Diego-based General Dynamics NASSCO is a union shipyard whose president, Fred Harris, is a former union mariner.

In a joint news release from SEACOR Holdings (Seabulk's parent company) and NASSCO, the companies said the new ships will feature excellent fuel efficiency while incorporating the latest environmental protection features, including a ballast-water treatment system.

The ships will be designed by DSEC, a subsidiary of Daewoo Shipbuilding & Marine Engineering

(DSME) of Busan, South Korea. "The tankers will have conversion-capable, dual-fuel-capable auxiliary engines and the ability to accommodate the future installation of an LNG fuel-gas system and Type C LNG tanks," the companies pointed out.

"These additional tankers represent the continuation of NASSCO's successful partnership with DSEC."

Harris stated, "This contract is an indication that NASSCO remains fully committed to continuing to bring the most economical and environmentally sound technology to Jones Act owners and operators. We are very pleased to begin a new partnership with SEACOR and look forward to delivering two high-quality vessels that will serve SEACOR in the Jones Act tanker market for decades."

Charles Fabrikant, executive chairman of SEACOR Holdings, said, "Our decision to build these two new tankers is a clear demonstration of our continued commitment to the Jones Act. We are very excited that we will be able to offer this new eco-friendly design to charterers."



This artist's rendering shows the basic overall look of the newly ordered Seabulk vessels.

## Seafarers Health and Benefits Plan Upgrades its CIGNA Network

The Seafarers Health and Benefits Plan (SHBP) recently notified eligible participants about an expanded CIGNA network scheduled to launch Oct. 1.

This expanded health network should mean more convenience and more options for Seafarers and their covered dependents – plus financial savings.

As noted in an August letter from Seafarers Plans Administrator Maggie Bowen, the new network is called Open Access Plus (OAP), and it replaces the previous preferred provider network (PPO).

"Under the new network, you can expect greater discounts from most in-network medical providers, which should save you money on your health care expenditures," Bowen wrote. "The majority of the doctors and hospitals that participated in the prior PPO network also participate in the new OAP network, so in most cases you should not have to change providers."

Information about participating providers is available through a website listed on CIGNA identification cards and also is linked on the SIU website. New CIGNA cards recently were mailed to eligible Seafarers and their

covered dependents. (SHBP Plan S participants, exclusively consisting of some employees aboard the *Pride of America*, will remain under the old PPO network for now. Also, Puerto Rico and U.S. Virgin Islands residents, respectively, weren't included in this mailing – the former are covered under Humana's network, while CIGNA doesn't have a network in the Virgin Islands.)

In the letter, Bowen added, "The only change to your benefits is that **beginning on October 1, 2013, you will require pre-certification in order to be covered for certain outpatient high technology radiology services, such as CT scan, PET scan or MRI. This means that your health care provider must contact the number on your CIGNA ID card to get approval before you receive these tests.** This will help you avoid medical tests that are costly and potentially expose you to unnecessary radiation. Pre-certification is not required when these tests are performed in the emergency room."

Covered Seafarers and dependents who haven't received a new CIGNA card are asked to contact the SHBP at 1-800-252-4674.

## SHBP Arms Membership with Facts Pertaining to Affordable Care Act

As portions of the Affordable Care Act – more commonly known, for better or worse, as Obamacare – begin taking effect, the Seafarers Health and Benefits Plan (SHBP) is equipping members with important and useful information. The SHBP also is working closely with SIU employers to help ensure as smooth a transition as possible.

Early last month, Seafarers Plans Administrator Maggie Bowen sent a letter to all SHBP participants explaining some of the law's nuances and providing a heads-up on what to look for in notices that were required to be mailed by employers no later than Oct. 1. Those notices from employers to workers are uniformly titled New Health Insurance Marketplace Coverage Options and Your Health Coverage.

As Bowen pointed out in the letter, because Seafarers work for companies that are signatory to collective bargaining agreements with the SIU, those employers must contribute to the SHBP on members' behalf. As long as Seafarers meet eligibility requirements, they and their families are covered by the SHBP. There is no cost to members or their families to carry the coverage, because the employers pay the entire premiums. In this regard, Seafarers have it better than many others: According to the most recent reports from the Kaiser Family Foundation, in 2013, the average annual premiums for employer-sponsored health insurance are \$5,884 for single coverage and \$16,351 for family coverage. On average, an individual employee pays more

than \$2,400 for single coverage or around \$4,500 for family coverage, merely to cover his or her part of the premium.

Nevertheless, the new health insurance marketplace, also called the exchange, offers employees a chance to directly purchase their own coverage. It is mainly intended for people without insurance, or for workers whose employers "do not offer health insurance, offer minimal coverage that does not meet certain standards, or who offer health insurance that is not affordable because the premium is very high," the letter pointed out. "If the premiums to purchase health coverage through an employer are more than 9.5 percent of an employee's household income, the employee may be eligible for a tax credit. **Since you do not pay anything towards the premium for your coverage, and your coverage meets the government's standards, this does not apply to you.**"

SHBP coverage also includes numerous benefits for Seafarers and their families that cannot be purchased through the exchange. Those benefits include a standard death benefit of \$5,000 and a graduated death benefit up to \$45,000; sickness and accident coverage; free rehabilitation services at the Seafarers Addictions Rehabilitation Center (ARC); coverage for on-board illnesses and injuries; dependent coverage at no additional cost; vision and dental benefits at no extra cost; and the opportunity to apply for scholarships sponsored by the SHBP.

# Convention Maps Out Strategies to Boost Industry

## Commanders, Congressmen, Labor and Industry Leaders Address MTD

Some of the maritime industry's strongest supporters recently vowed to keep fighting for the revitalization of the U.S. Merchant Marine. Their commitments were declared Sept. 5-6 at the quadrennial convention of the Maritime Trades Department (MTD), AFL-CIO, in Los Angeles.

A constitutional department of the AFL-CIO, the MTD is composed of 21 international unions (including the SIU) and 21 port maritime councils in the United States and Canada representing nearly 5 million working men and women. Delegates to the convention re-elected President Michael Sacco (who also is president of the SIU), Vice President Scott Winter and Executive Secretary-Treasurer Daniel Duncan. The convention's theme – Maritime Trans-

portation Delivers – "reflects our reliability aboard ship and ashore," Sacco stated in his opening remarks. "Whether we're delivering for our troops, or helping other nations in a humanitarian mission, or moving domestic commercial cargo between Hawaii, Puerto Rico and the mainland, the members of MTD unions live up to this slogan day after day, month after month, year after year."

"And whether it's a case of literally delivering the goods or simply doing their jobs with precision and dedication and reliability that's second-to-none anywhere in the world, the members of MTD unions are a great source of pride," he continued. "They're the backbone of America and they are the reason we meet here today and tomorrow – to figure out the best

ways to continue protecting their livelihoods."

The following guest speakers addressed the convention on Sept. 5: AFL-CIO President Richard Trumka; Rear Adm. Thomas "T.K." Shannon, commander, U.S. Military Sealift Command; and U.S. Rep. Cedric Richmond (D-La.). Speaking to the delegates Sept. 6 were U.S. Rep. Bennie Thompson (R-Miss.); Gen. William Fraser, commander, U.S. Transportation Command; Thomas Crowley Jr., president and CEO of Crowley Maritime Corporation; Frank Foti, president and CEO of Vigor Industrial; U.S. Rep. Duncan Hunter (R-Calif.); U.S. Rep. John Garamendi (D-Calif.); Acting U.S. Maritime Administrator Chip Jaenichen; and California Labor Federation Executive Secretary-Treasurer Art Pulaski.

In addition to conducting elections for officers and hearing from guest speakers, convention delegates approved several reports and adopted 18 resolutions, most of which help lay out the department's strategies. Among other topics, the resolutions called for support of vital maritime issues including the Jones Act, the Maritime Security Program, the Food for Peace Program, domestic shipbuilding and the need for enhanced port infrastructure. Other resolutions included salutes to those serving in the armed forces and to first responders as well as calls for family-wage jobs and retirement security.

*For complete coverage of the MTD convention, see pages 9-14*



SIU President Michael Sacco, the longest-serving VP on the AFL-CIO executive council, conducted the federation's election.



Federation President Richard Trumka (center) is flanked by Secretary-Treasurer Liz Shuler and Executive VP Tefere Gebre. (Photos by Bill Burke)

## AFL-CIO Convention Shines National Spotlight on Labor

Big news and a national spotlight on the labor movement emerged from Los Angeles as the AFL-CIO gathered for its quadrennial convention.

Highlighted by the federation's decision to open itself to non-union workers, the re-election of its president and secretary-treasurer and the election of the organization's first foreign-born executive vice president, the convention made headlines throughout the country from Sept. 8-10.

SIU President Michael Sacco, who is the longest-serving vice president on the federation's executive council, acted as the convention's election chairman. He presided over the podium as the AFL-CIO re-elected President Richard Trumka and Secretary-Treasurer Liz Shuler to second terms and elected Ethiopian-born Tefere Gebre executive vice president. Gebre is the first foreign-born person to serve in one of the federation's top three leadership positions.

In his acceptance speech, Trumka outlined the convention's main theme and the labor movement's long-term goals. The AFL-CIO, he said, must transcend its role as a federation of unions. The AFL-CIO must join with allies and become an entire movement itself.

"We must work as one and rise as one and speak as one," Trumka said, adding that by doing so the movement could better combat economic inequality, stagnant wages and the struggles facing the middle class. "Together we can take this country back ... and again make it a nation of the people, by the people and for the people."

To achieve this objective, federation officials decided to expand the organization's base beyond union workers. In resolutions and speeches, AFL-CIO members announced the organization would open itself to non-union members as well – a move designed to position the federation as part of a movement for the entire middle class, not just card-carrying union members.

"We're on the verge of creating a labor

movement that speaks for all workers," Gebre said. "It doesn't matter if you have a (union) card in your pocket or not."

The move was seen by officials as necessary. Trumka acknowledged "we know we're in a crisis right now," and said that "none of us are strong enough" or organized enough to change the anti-worker political climate created by the deep pockets of corporate America. To fight such powerful interests, Trumka said, the entire progressive movement and middle class must unite under the same banner of change.

"None of us are big enough" to create those changes, Trumka said during a pre-convention press conference, speaking of unions, environmentalists, immigrant and civil rights groups – all of which participated in a six-month listening session prior to the convention.

"We want to change our relationship" with the other groups "from transaction to transformational," Trumka said. "What we used to do is to get a plan and go to our allies and say, 'Here's a plan, sign on.' Sometimes it worked; sometimes it didn't. Now we'll say, 'Here's a problem. Let's create a strategy.'"

That process will now allow those outside groups into labor's councils, though the exact role and influence of the groups has yet to be revealed.

"The AFL-CIO has as a founding ideal (for) the assembling of a broad progressive coalition for social and economic justice," read the AFL-CIO resolution that formally brought outside groups into labor's councils. "Our partnerships need to be rooted, dynamic and abiding and we must extend the frontiers of our relationships, building on the values we share."

While the news of the federation opening its ranks to non-union members created national headlines, it wasn't the only development from the convention to attract widespread attention. The AFL-CIO's criticism of the Affordable Care Act – the Obama administration's signature health care achievement and a law that was originally supported by the

labor movement – surprised many.

In a resolution voted on by delegates, the federation called the law "highly disruptive" and warned that the law could negatively impact low- and moderate-income union members and their collectively bargained health care plans.

"Contrary to the law's intent, some workers might not be able to keep their coverage and their doctors because the federal agencies' current implementation plans will be highly disruptive to the operation of Taft-Hartley multiemployer plans," the resolution read.

Despite the wide-ranging topics of discussion and activities, the main theme of the convention centered on revitalizing the middle

class and ensuring all Americans have a shot at the American Dream. When it comes to those priorities, Trumka said, the AFL-CIO and the labor movement as a whole would continue the fight for as long as it takes.

"Tonight in America, a child will go to sleep with a stomach growling with hunger.... An immigrant father will sit behind bars waiting to be deported.... A father will sit down to dinner knowing he is falling out of the middle class and the mother is struggling in a minimum wage job," Trumka said.

"The question is who will speak up for them? The answer is we all will," Trumka added. "We will stand up for everyone who gets up and goes to work."



The SIUNA contingent attending the convention, which took place at the Staples Center, included (from left) SIU VPs Kermet Mangram, Tom Orzechowski and Nick Marrone, President Michael Sacco, Secretary-Treasurer David Heindel, VPs George Tricker, Dean Corgey and Joseph Soresi, MFOV President Anthony Poplawski and SUP President Gunnar Lundberg.

# Retired ILA President Hughes Dies at 79

The SIU along with the rest of maritime labor is mourning the death of retired International Longshoremen's Association (ILA) President Richard P. "Richie" Hughes, who died Sept. 11 in Baltimore. He was 79.

Hughes served as the ILA's eighth president, holding the office from July 2007 until July 2011.

In a joint letter to current ILA President Harold Daggett, SIU President Michael Sacco and SIU Secretary-Treasurer

David Heindel offered sincere condolences and noted they both enjoyed working with Hughes "for many years, both domestically and internationally. Richie was a true trade unionist, an effective leader, and a valued friend. He was a strong advocate for workers' rights, both here and around the world.... On behalf of our entire organization, we again extend our heartfelt sympathies. Richie will be missed."

Paddy Crumlin, president of the International Transport Workers' Federation (ITF) and top officer of the Maritime Union of Australia, said Hughes was "an extraordinary character, loved and respected for his tireless work on behalf of the ILA and the U.S. and international labor movements.... He often said to me the purpose and satisfaction of our life's endeavors was mostly secured by the support we can offer for our family.... While his time at the helm was short, it punctuated a long life of distinguished service with the ILA."

Prior to his election as president, Hughes served as both executive vice president of the ILA and secretary-treasurer of the union's Atlantic Coast District (ACD). He had first been elected to the ACD post in 2000. In October 2005, Hughes was named executive vice president. He served the ILA in other capacities dating to 1985, and also was a member of the executive councils of both the AFL-CIO and the Maritime Trades Department.

In announcing his passing, the ILA said it is "deeply saddened" and credited Hughes with "serving our membership



Richard Hughes, pictured at a 2010 MTD meeting, served as the ILA's president from 2007-2011.



Hughes (right) was fond of this 2009 photo, showing him introducing his granddaughter to Vice President Joe Biden.

with distinction and honor for more than half a century. Rich Hughes' accomplishments throughout his long career with the ILA were vast and his memory will endure."

Hughes came from a rich tradition of longshoremen and was a third generation ILA member. A veteran of the U.S. Navy, he went to work on the Baltimore docks as a young man in 1954, first joining ILA Local 1429.

He was married to Wilma Anna Hughes since 1957; they had five children, eight grandchildren and four great-grandchildren.



## SIU, AMO Team To Help Mariners Advance Careers

The SIU and the Seafarers-affiliated American Maritime Officers (AMO) have teamed up to launch The Engineering Candidate Hawsepip (TECH) program, which provides an accelerated pathway for entry-level mariners to advance to original third assistant engineers.

The U.S. Coast Guard has approved the pilot training and assessment regimen encompassed by TECH, and recruiting for the program's first class began last month. That class is scheduled to convene at the SIU-affiliated Paul Hall Center in Piney Point, Md., in January.

Comprehensive information about the program is available online at:

[www.star-center.com/techprogram/techprogram.html](http://www.star-center.com/techprogram/techprogram.html)

The program is designed to take qualified and motivated high school graduates from unlicensed apprentice to third assistant engineer, with an STCW endorsement, through approximately 30 months of classroom, lab and shipboard training. Costs to candidates are minimal, and cover medical exams, required credentials, passports, uniforms and other incidental expenses. There are no tuition or room-and-board fees, and all transportation costs incurred during the program are covered, provided the candidate agrees to complete the program and sail as a licensed engineer and member of AMO upon completion.

## SIU-Crewed Crowley Tugs Deliver Largest Offshore Platform to Gulf

Four Seafarers-crewed Crowley Maritime tugboats – the *Ocean Wind*, *Ocean Wave*, *Ocean Sky* and *Ocean Sun* – recently completed the successful delivery of the offshore oil production and drilling platform *Olympus* to the U.S. Gulf of Mexico. The project was significant because it provided the first opportunity for all four of the company's new high-bollard-pull, ocean-class tugboats to work together on a single job.

The rig, owned by Royal Dutch Shell, is also considered the largest tension-leg platform ever to be developed for the U.S. Gulf of Mexico.

SIU members aboard the tugs worked together to relocate the 120,000-ton, 406-foot-tall platform from Ingleside, Texas, 425 miles to its deepwater location in the U.S. Gulf of Mexico. During the first stage of work, called the near-shore phase, the *Ocean Wind* and *Wave* provided assistance in pushing the *Olympus* away from the Keiwit facility dock in Ingleside through the Port of Aransas, Texas, and out to deeper waters. During this initial phase, the *Ocean Sky* was also available and equipped to provide push assistance, if needed.

Once safely outside of the port, the *Ocean Wave*, *Ocean Wind* and *Ocean Sun* towed the vessel to its final location in more than 3,000 feet of water. During this second stage, called the off-shore phase, the *Ocean Sky* took on the role of escort tug, which helped to ensure the towing vessels' and platform's safety.

In the final stage, called the positioning phase, the *Ocean Wind*, *Ocean Wave* and *Ocean Sun* vessels helped to position the platform in its permanent location and remained on site in a star pattern to provide support as the platform was attached to tendons and made "storm safe,"

the company reported. The *Ocean Sky* remained on site as a stand-by vessel and to provide additional security.

Crowley's SIU-crewed ocean-class tugs are modern ocean towing twin-screw vessels with controllable-pitch propellers (CPP) in nozzles, high-lift rudders and more than 147 metric tons of bollard pull. The first two ocean-class vessels, the *Ocean Wave* and *Ocean Wind*, are classed as Dynamic Positioning 1 (DP1) tugboats and are twin-screw, steel-hulled tugs with an overall length of 146 feet, beam of 46 feet, hull depth of 25 feet and design draft of 21 feet. The second two tugs of the class, *Ocean Sky* and *Ocean Sun*, are classed as DP2 and are 10 feet

longer. All four vessels are capable of rig moves, platform and "Floating Production, Storage and Offloading (FPSO) unit tows," emergency response, salvage support and firefighting, according to Crowley.

The *Olympus*, which was constructed in South Korea, features 24-slot drilling units and a deck large enough to process crude from a six-well subsea development on site. The platform will concentrate on high-pressure reservoirs that range in depths from 20,000 to 22,000 ft. The expectation is that the *Olympus* will produce and process 100,000 barrels of oil equivalent per day once operating at full capacity.



Four Seafarers-crewed tugboats push the platform *Olympus* away from its dock.

# Seafarers Help Rescue Syrian Refugees

## Maersk Utah Aids Italian Coast Guard Near Sicily

SIU members aboard the *Maersk Utah* helped with an overnight rescue of 83 Syrian refugees in August after receiving a call regarding a boat in distress off the coast of Sicily.

According to published reports, the *Utah* was traveling about 70 nautical miles out from Cape Passero, Sicily, on Aug. 9 when the Italian Maritime Rescue Coordination Center in Rome issued a call to the vessel about a boat in distress. The *Utah* then altered its course and increased its speed to reach

the distressed boat prior to nightfall.

"At 2016 (8:16 p.m.), with daylight rapidly falling and wind increasing to a force 5 (18-25 mph), the small craft was visually spotted about 5 (nautical miles) away," read the captain's report. "The *Utah* approached the craft and stopped alongside at 2033 (8:33 p.m.). At this time it became clear that the boat, approximately 15 meters (49 feet) long, was carrying many people of various ages, gender and physical condition."

The *Utah* then approached the craft and was positioned to protect the distressed boat from the increasing wind and waves. The 984-foot *Utah* then sheltered the small boat for five hours while crews from the

Italian Coast Guard were sent to the scene from Sicily. The crew of the *Utah* was told by Italian authorities not to attempt a rescue of their own unless the lives of the refugees aboard the boat were in immediate danger.

By 1:28 a.m. on Aug. 10 the first Coast Guard vessel was spotted and guided to the refugees' boat with the help of the *Utah*'s searchlights. Unfortunately, the state of the sea and the small size of the Italian Coast Guard vessel prevented the rescue operation from proceeding from there.

The *Utah* was then instructed to provide shelter to the Italian boat as well and await the arrival of a larger Italian rescue vessel. That larger craft arrived on the scene

around 3:54 a.m. and immediately began the rescue operation.

By 10 a.m. the *Utah*'s rescue work was done and the vessel was released to continue its voyage to Algeciras, Spain.

"It was a long night, but the reward at the end was very satisfying," said Chief Mate Joe Single, a member of the Seafarers-affiliated American Maritime Officers.

The SIU members aboard the *Utah* included: Bosun **Herbert Charles**, ABs **Antonio Arizala**, **Orlando Dacruz**, **Edgardo Opao** and **Victor Valencia**, QEE **Gregory Johns**, QE4 **Gerardo Vega**, GUDE **Paul Moss**, Steward/Baker **Abraham Martinez-Rochez**, Chief Cook **Manes Sainvil** and SA **Timoteo Nunez**.

## CIVMARS Open Season Gets Underway Nov. 11

### Affordable Care Act Won't Impact Benefits Program Enrollment

Open season is approaching for SIU CIVMARS and other federal workers and retirees participating in the Federal Employees Health Benefits Program (FEHBP). Conducted this year Nov. 11-Dec. 9, open season allows CIVMARS to review their respective health benefit plan options and select a health plan that meets their specific needs and the needs of their families.

Despite the current implementation of the 2010 Affordable Care Act, the FEHBP and its enrollment process will not change for CIVMARS. As always, CIVMARS will be able to select new health benefit plans and supplemental dental/vision plans, and allocate allotments to flexible spending accounts during the open season period. No action is required for those who want to continue their current enrollment, unless they plan to drop out of the FEHBP.

While there have been no changes to the enrollment process, there have been changes to the FEHBP in response to the recent Supreme Court decision to strike down the Defense of Marriage Act. That decision means the FEHBP now recognizes same-sex marriages and will provide benefits to same-sex spouses.

Legally married same-sex couples are now eligible for Federal Employees Group Life Insurance and can participate in self and family enrollments during open season, the same as opposite-sex couples. In short, the FEHBP will no longer differentiate between same-sex and opposite-sex couples in terms of benefits.

Detailed information about open season is available online at: <http://www.opm.gov/insure/health/>

## Union Officials, PHC Staff Provide Active Seafarers Instructions for Obtaining STCW Security Endorsements

### Don't Miss The Boat! Your Job May Be At Stake!

As previously reported, because of requirements stemming from the most recent amendments to the International Convention on Standards of Training, Certification and Watch-keeping for Seafarers (STCW), all mariners serving on vessels engaged on voyages to which the STCW applies must have training in and an endorsement for Security Awareness (SA).

If any of their assigned duties on ship will include security of the vessel, they must also hold the Vessel Personnel with Designated Security Duties (VPDSD) endorsement, according to the U.S. Coast Guard's National Maritime Center. Sea time may be substituted for training if it meets specified requirements.

For most Seafarers, complying with these new regulations will simply be a matter of securing a letter from their respective employers (companies or vessel masters) indicating that the mariner has performed security functions aboard ship for a period of at least six months during the preceding three years. The letter then is submitted to a Coast Guard regional exam center (REC) so the member may acquire an appropriate sticker indicating the corresponding security endorsement.

SIU officials and personnel from the union-affiliated Paul Hall Center

for Maritime Training and Education have been assisting as many Seafarers as possible through this process.

For Seafarers who don't have the required sea time with security duties, the Paul Hall Center regularly offers courses to meet the new requirements.

#### Other Notes

SIU members who currently have a Vessel Security Officer (VSO) endorsement already comply with the new requirement.

If demonstrating completion of an approved course, the certificate of completion should be attached to Coast Guard form 719B as an application for an endorsement. If the mariner is also seeking a renewal of an existing document, form 719K (Medical Evaluation Report) would also have to be filed. Those forms are linked in an SIU web post mentioned at the end of this article.

The three STCW security endorsements are:

SA – VI/6 – Security Awareness  
VPDSD – VI/6 – Vessel Personnel with Designated Security Duties  
VSO – VI/5 – Vessel Security Officer

According to the policy letter, mariners will not be charged for adding an STCW endorsement if they apply before Jan. 1, 2014 unless they're seek-

ing a renewal or a raise in grade of their MMCs, nor will the expiration dates change.

#### Sample Letter for those with Sea Time Prior to January 1, 2012:

Dear Sir:

This letter is to provide documentation that NAME has seagoing service with designated security duties for a period of at least six months during the preceding three years and meets the STCW qualifications for Vessel Personnel with Designated Security Duties.

Sincerely,  
NAME OF MASTER OR  
COMPANY OFFICIAL

#### For More Information

Questions may be directed to the NMC at 1-888-IASKNMC (1-888-427-5662), 8 a.m. to 8 p.m. Eastern Time, Monday through Friday.

Questions may be directed to your port agent.

Questions may be directed to the Paul Hall Center's admissions office at (301) 994-0010.

A post on the SIU website includes a sample letter and links to related Coast Guard material. It is located at: <http://www.seafarers.org/news/2013/Q1/STCWSecurityEndorsementInfo.htm>

(Or, just go to [www.seafarers.org](http://www.seafarers.org) and search for "VPDSD")

## Seafarers Turn Out for Labor Day March



Active and retired Seafarers, officials and their families once again participated in the annual Labor Day parade in Wilmington, Calif. Members of the SIU contingent are among those pictured above.

## At Sea And Ashore With The SIU



**TALKIN' UNION IN VIRGINIA** – SIU VP Government Services Kermet Mangram (right) and Port Agent Georg Kenny (left) spoke with their congressman, U.S. Rep. Bobby Scott (D-Va.), during the Virginia AFL-CIO convention in August.



**ADDING ART TO INDEPENDENCE II** – Apprentice Nancy Bestwick is pictured next to some of her off-duty handiwork aboard the *Independence II*, a car carrier operated by Crowley for American Roll-On/Roll-Off Carrier (ARC).



**A-BOOKS IN WILMINGTON** – Safety Director Abdul Al-Omari (second from right) is pictured with three Seafarers who recently picked up their respective A-seniority books. From left: AB Benjamin Monzon, OMU Rommel Crespo, QMED Noli Aguirre.



**ABOARD CROWLEY ATB VISION** – These photos from the Crowley ATB *Vision* were taken in late August in Martinez, Calif. Seated from left in the group photo above are Chief Steward Bradley Palmer, Chief Mate Lawrence Soulier, Chief Engineer John McCranie, Asst. Engineer Kevin Miles and Asst. Engineer Marijan Masnov. Palmer is serving lunch in the photo at left. Thanks to Patrolman Nick Marrone II for the photos.



**WELCOME ASHORE** – Recertified Steward William Bryley (left) recently called it a career after nearly 35 years of sailing with the SIU. He is pictured with Port Agent Joe Vincenzo at the hall in Tacoma, Wash.



**ABOARD PHILADELPHIA EXPRESS** – Recertified Bosun Jose Jimenea, above, and AB Arthur Saeli are pictured aboard the *Philadelphia Express*, operated by Marine Personnel & Provisioning. Thanks to Houston Patrolman Joe Zavala for the photos.



**ABOARD PACIFIC TRACKER** – These photos from the TOTE Services-operated *Pacific Tracker* were taken during a recent stop in Honolulu. Pictured from left in the group photo above are Recertified Bosun John Mossbarger, SA Caprice Jennings, Recertified Steward Brenda Kamiya, SA Reynaldo Mabulao, SA Noel Bocaya, Chief Cook Christopher Hopkins and Second Cook Julito Crodua. The group photo below includes Electrician Zachary Ross, Wiper Andrew Gronotte, QMED Cort Hansen and OS Gary Vart, while the remaining photo at left shows AB Kevin Kellum. Thanks to Port Agent Hazel Galbiso for the photos.



# Trainees Represent SIU During Historic Rally in D.C.

Thirty-three trainees from the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., were among the tens of thousands of people who converged on the National Mall near the Lincoln Memorial Aug. 24 to support a rally in observance of the 50th Anniversary March on Washington.

Under the command of Night Commandant Michael Hebb and clad in Lundeberg Stetsons, blue SIU T-shirts and khaki shorts, the contingent of trainees departed Piney Point via bus near first light. They arrived at the RFK Stadium parking lot where buses were staged at shortly after 8 a.m. From there, they marched about one mile to the National Armory Metro entrance where they boarded the train for the Smithsonian stop. After arriving at their destination, they disembarked, formed up and marched another two miles to the grounds of the mall. During their trek, they patiently weaved in and out of islands of fellow rally

goers, all the while representing themselves and the SIU in a fashion that would make their future brothers and sisters proud. Once on site, they joined in with the masses and answered the call of support for the rally.

Comprising the trainee contingent were: **Travis Abbott, Carlos Arzuaga, Aaron Baker, DeMario Barganier, Gianluca Beacon, Kianna Calbourne, Harold Copeland, Nicole Donald, Stacy Fulcher, Ryan Gallano, Jabrel Gill, Joseph Griggs, Steven Horta, Eddie Jackson, Abdou Jobe, Tyler Jones, Imran Khan, Lauren Lafond, Joshua Lee, Issac Lesh, Jean Lozada, Robert Mack, Christopher Mayall, David Myrick, Mohamed Obaid, Martin O'Brien, Jesse Piner, John Reyes, Nicholas Selle, Crazya Tomaszewska, John Thompson, Ronald Williams and Leroy Woods.**

Organized by the Rev. Al Sharpton and Martin Luther King III, the event attracted

thousands of leaders and members of organizations and groups representing civil rights, organized labor, housing, media, education and politics. Sharpton is president and Founder of National Action Network (NAN), and King III, is the eldest son of the late Coretta and Dr. Martin Luther King, Jr. He is also president of Realizing the Dream.

In addition to Sharpton and King III who were keynote speakers, several other dignitaries addressed the masses that converged on the mall. Included were: U.S. Attorney General Eric Holder, U.S. Rep. John Lewis (D-Ga.), House Minority Leader Nancy Pelosi (D-Calif.), Minority Whip Steny Hoyer (D-Md.), Newark Mayor Corey Booker, the Rev. Joseph Lowry, and Julian Bond. Rev. Bernice King, the second daughter and youngest child of Dr. King; and Myrlie Evers-Williams, the widow of Medgar Evers. The families of Emmett Till and Trayvon Martin also addressed those in attendance. Representing labor at the podium were Randi Weingarten, president, American Federation of Teachers; Lee Saunders, president of the American Federation of State, County and Municipal Employees; Janet Murguia, president, the National Council of La Raza; Mary Kay Henry, international president, Service Employees International Union; Dennis Van Roekel, president, National Education Association; and others.

Collectively, the speakers urged the nation's lawmakers to create more jobs, protect voting rights, and to address the litany of recent attacks on immigration and workers' rights. Speakers also addressed criminal justice issues; Stand Your Ground Laws and gun violence; environmental justice; and issues affecting contemporary youth such as higher education and college loans.

The rally was one of many affairs held from

Aug 17-28 to commemorate and celebrate the historic March on Washington which occurred 50 years ago on Aug. 28, 1963. The final event, the "March for Jobs and Justice," took place Aug. 28 when citizens again turned out for a march. It concluded with the National Mall March at the Lincoln Memorial where President Barack Obama spoke from the very spot where Dr. King delivered his "I Have a Dream" speech 50 years ago.

Former Presidents Bill Clinton and Jimmy Carter also spoke at this outing as did other dignitaries and celebrities. AFL-CIO President Richard Trumka was not able to attend this event. In his absence, he released the following statement:

"Fifty years ago, Rev. Dr. Martin Luther King, Jr., AFL-CIO Vice President A. Phillip Randolph, labor and civil rights activist Bayard Rustin, UAW President Walter Reuther and countless Americans marched for equality, jobs and freedom. That march became a pinnacle of the civil rights movement, symbolizing hope and the power of united action.

"Today, on the 50th Anniversary of the March on Washington for Jobs and Freedom, the fight for equality and justice for all continues. The Supreme Court weakened the Voting Rights Act. Extremists in the U.S. House of Representatives are stalling reform of our broken immigration system. Women make 77 cents to a man's dollar. And workers' rights are in jeopardy across the nation. But today, the unforgettable sounds and images from 1963 also remind us that change is possible.

"Today we rededicate ourselves to the dream of economic equality that so many marched for a half century ago. We will work with those who strive for prosperity for all in this great country – regardless of race, ethnicity, gender, sexual orientation or place of birth."



Clockwise from left, the trainees make their way from the RFK Stadium Parking Lot to the rally site near the Lincoln Memorial. Once on site (above), they joined the masses and answered the call of supporting the rally. At the event's end (below), they made their way past the World War II Memorial en route to the stadium parking lot for their return trip to Piney Point.



## USS Montford Point Aces Inspection

The Seafarers-contracted mobile landing platform vessel *USNS Montford Point* in mid-September earned an outstanding score following thorough U.S. Navy inspections and testing in Everett, Wash. Operated by Ocean Ships for the Military Sealift Command, the *Montford Point* was built at union shipyard General Dynamics NASSCO in San Diego. In the photo at right, Sailors assigned to the guided-missile frigate *USS Ford* help moor the *Montford Point* at Naval Station Everett. (U.S. Navy photo by Mass Communication Specialist 1st Class Kyle Steckler)



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## Seafarers Health and Benefits Plan Notice of Privacy Practices

*Your Information. Your Rights. Our Responsibilities.*

This notice describes how medical information about you may be used and disclosed and how you can get access to this information. Please review it carefully.

### Your Rights

When it comes to your health information, you have certain rights. This section explains your rights and some of our responsibilities to help you.

#### Get a copy of health and claims records

You can ask to see or get a copy of your health and claims records and other health information we have about you. Ask us how to do this.

We will provide a copy or a summary of your health and claims records, usually within 30 days of your request. We may charge a reasonable, cost-based fee.

#### Ask us to correct health and claims records

You can ask us to correct your health and claims records if you think they are incorrect or incomplete. Ask us how to do this.

We may say "no" to your request, but we'll tell you why in writing within 60 days.

#### Request confidential communications

You can ask us to contact you in a specific way (for example, home or office phone) or to send mail to a different address.

We will consider all reasonable requests, and must say "yes" if you tell us you would be in danger if we do not.

#### Ask us to limit what we use or share

You can ask us not to use or share certain health information for treatment, payment, or our operations.

We are not required to agree to your request, and we may say "no" if it would affect your care.

#### Get a list of those with whom we've shared information

You can ask for a list (accounting) of the times we've shared your health information for six years prior to the date you ask, who we shared it with, and why.

We will include all the disclosures except for those about treatment, payment, and health care operations, and certain other disclosures (such as any you asked us to make). We'll provide one accounting a year for free but will charge a reasonable, cost-based fee if you ask for another one within 12 months.

#### Get a copy of this privacy notice

You can ask for a paper copy of this notice at any time, even if you have agreed to receive the notice electronically. We will provide you with a paper copy promptly.

#### Choose someone to act for you

If you have given someone medical power of attorney or if someone is your legal guardian, that person can exercise your rights and make choices about your health information.

We will make sure the person has this authority and can act for you before we take any action.

#### File a complaint if you feel your rights are violated

You can complain if you feel we have violated your rights by contacting us using the information at the end of this notice.

You can file a complaint with the U.S. Department of Health and Human Services Office for Civil Rights by sending a letter to 200 Independence Avenue, S.W., Washington, D.C. 20201, calling 1877-696-6775, or visiting [www.hhs.gov/ocr/privacy/hipaa/complaints/](http://www.hhs.gov/ocr/privacy/hipaa/complaints/).

We will not retaliate against you for filing a complaint.

### Your Choices

For certain health information, you can tell us your choices about what we share. If you have a clear preference for how we share your information in the situations described below, talk to us. Tell us what you want us to do, and we will follow your instructions.

In these cases, you have both the right and choice to tell us to:

- Share information with your family, close friends, or others involved in payment for your care
- Share information in a disaster relief situation

*If you are not able to tell us your preference, for example if you are unconscious, we may go ahead and share your information if we believe it is in your best interest. We may also share your information when needed to lessen a serious and imminent threat to health or safety.*

### Our Uses and Disclosures

#### How do we typically use or share your health information?

We typically use or share your health information in the following ways.

#### Help manage the health care treatment you receive

We can use your health information and share it with professionals who are treating you.

*Example: A doctor sends us information about your diagnosis and treatment plan so we can arrange additional services.*

#### Run our organization

We can use and disclose your information to run our organization.

We are not allowed to use genetic information to decide whether we will give you coverage and the price of that coverage. This does not apply to long term care plans.

*Example: We share general claims information with the Plan's actuary in order to design Plan benefits.*

#### Pay for your health services

We can use and disclose your health information as we pay for your health services.

*Example: We share information about your claims with your spouse's health plan in order to coordinate benefits.*

#### Administer your plan

We may disclose your health information to your health plan sponsor for plan administration.

*Example: We will share your claim information with the Board of Trustees if you submit an appeal.*

### How else can we use or share your health information?

We are allowed or required to share your information in other ways – usually in ways that contribute to the public good, such as public health and research. We have to meet many conditions in the law before we can share your information for these purposes. For more information, see: [www.hhs.gov/ocr/privacy/hipaa/understanding/consumers/index.html](http://www.hhs.gov/ocr/privacy/hipaa/understanding/consumers/index.html).

#### Help with public health and safety issues

We can share health information about you for certain situations such as:

- Preventing disease
- Helping with product recalls
- Reporting adverse reactions to medications
- Reporting suspected abuse, neglect, or domestic violence
- Preventing or reducing a serious threat to anyone's health or safety

### Do research

We can use or share your information for health research.

### Comply with the law

We will share information about you if state or federal laws require it, including with the Department of Health and Human Services if it wants to see that we're complying with federal privacy law.

### Respond to organ and tissue donation requests and work with a medical examiner or funeral director

We can share health information about you with organ procurement organizations.

We can share health information with a coroner, medical examiner, or funeral director when an individual dies.

### Address law enforcement, and other government requests

We can use or share health information about you:

For Jones Act Claims upon receipt of a subpoena or authorization

For law enforcement purposes or with a law enforcement official

With health oversight agencies for activities authorized by law

For special government functions such as military, national security, and presidential protective services

### Respond to lawsuits and legal actions

We can share health information about you in response to a court or administrative order, or in response to a subpoena.

If you attend the Seafarers Addictions Rehabilitation Center (ARC) we will never share any substance abuse treatment records without your written permission, unless we receive a valid subpoena.

### Our Responsibilities

We are required by law to maintain the privacy and security of your protected health information.

We will let you know promptly if a breach occurs that may have compromised the privacy or security of your information.

We must follow the duties and privacy practices described in this notice and give you a copy of it.

We will not use or share your information other than as described here unless you tell us we can in writing. If you tell us we can, you may change your mind at any time. Let us know in writing if you change your mind.

We will never share your information for marketing purposes, and we will not sell your information.

For more information, see: [www.hhs.gov/ocr/privacy/hipaa/understanding/consumers/noticepp.html](http://www.hhs.gov/ocr/privacy/hipaa/understanding/consumers/noticepp.html).

### Changes to the Terms of this Notice

We can change the terms of this notice, and the changes will apply to all information we have about you. The new notice will be available upon request, on our web site, and we will mail a copy to you.

For more information, contact the Privacy Officer at: [privacyofficer@seafarers.org](mailto:privacyofficer@seafarers.org)

Or by mail to: Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746

Telephone: (301) 899-0675; Website: [www.seafarers.org](http://www.seafarers.org)

Effective date: September 23, 2013.





## 'You're the Backbone of Our Success'

### USTRANSCOM, MSC Commanders Stress Value of Industry Partnerships

The top officers at the U.S. Transportation Command (USTRANSCOM) and U.S. Military Sealift Command (MSC) delivered powerful remarks at the Maritime Trades Department (MTD) convention, stressing the enormous value of the U.S. Merchant Marine.

Gen. William Fraser, commander of USTRANSCOM, and Rear Adm. Thomas "T.K." Shannon, commander of MSC, also emphasized that they are going to bat for the maritime industry during these times of severe budget cuts.

Gen. Fraser addressed the convention in Los Angeles on Sept. 6, while Rear Adm. Shannon delivered his remarks one day earlier. Both men received standing ovations as they candidly expressed appreciation for civilian mariners, their unions and American-flag vessel operators. Both also called for an effective national maritime strategy.

Describing MTD officials and the members of MTD-affiliated unions as "tremendous patriots," Gen. Fraser added, "TRANSCOM is greatly appreciative of what you do, and we couldn't do our job without you."

He said rank-and-file mariners and dockworkers "really make us successful. They make us who we are and allow us to do the things that have been talked about, whether responding to a crisis, responding to humanitarian assistance or disaster relief. Even if it's here in the States, like Hurricane Sandy, or Haiti, or other opportunities that we've had to decrease human suffering and save lives, you've always responded in an outstanding manner and I can't thank you enough for that.... Nothing moves without you and those that you represent."

Fraser pointed out that more than 90 percent of the goods moved "into theater" go by sea.

"In the maritime industry, you're the



SIU/MTD President Michael Sacco, left, joined Rear Adm. Thomas Shannon for this photo shortly after the admiral's speech to the MTD Convention. Shannon is commander of the Military Sealift Command.

backbone of our ability to project our power," he continued. "It has been amazing to me as I've gotten out there and visited a lot of places, because there are a lot of ships at sea. On any average day, we've got about 35 of them that are loading, unloading or at sea sailing someplace with our stuff on it. And that's very, very important to us in order to accomplish our job."

Turning to the agency's civilian workforce, he said the fact that those personnel haven't had a wage increase or any bonuses in three years "is unconscionable, and then they wound up being furloughed. That's breaking faith with people, and that's why I'm reaching out to other areas to make sure that others hear our story."

Gen. Fraser said that because the partnership between the military and the commercial maritime industry has been so successful, it is taken for granted by some who don't understand the operations. For example, he cited the drawdowns in Iraq and Afghanistan: "If not for our commercial partners being able to turn to in a timely manner to get the job done, we would not have been successful.... Our commercial partners are the key to our success. They really are. You're the backbone of our success."

He then detailed his efforts on Capitol Hill and elsewhere to warn legislators and others about the potential harm of reductions to the Maritime Security Program (MSP) and other programs and laws that help maintain the U.S. maritime industry.

"As I look at the future I am concerned about our readiness," Fraser stated. "When I think of the maritime industry, and individual decisions that are made in stovepipes, it creates a risk for us. It creates a risk for you, for your workforce.... It's important for us that we maintain our readiness levels, so I'm engaging a lot."

Gen. Fraser said that the looming possibility of reducing the MSP fleet after reauthorizing the program – and receiving commitments from commercial partners based on that reauthorization – "is just not right, and I have to be able to tell that story on behalf of the maritime industry and what those impacts may be."

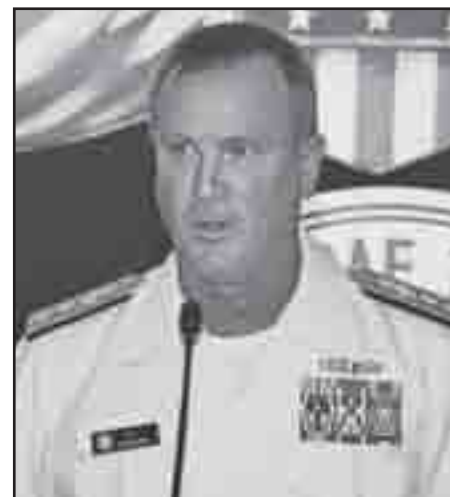
Those efforts include meeting with U.S. Transportation Secretary Anthony Foxx, officials from the Office of Management and Budget, and others.

He concluded, "The Department of Defense couldn't do our job without the superb relationship we have (with the industry). That's why I enjoy getting down to the docks. That's why I enjoy getting on the ships. My staff looks at me as I get out there and I'm talking to these young folks that are on the docks and on the ships, and it just excites me, because they're proud of what they're doing. And I couldn't be prouder of them, because of the professionals they are but also the patriots that they are, the sacrifices that they and their families are making on a day-to-day basis to meet the mission – the mission to continue to have a vibrant maritime industry."

Rear Adm. Shannon similarly said the maritime industry "is in a bit of crisis. I, for



Gen. William Fraser  
Commander  
USTRANSCOM



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

one, am not going to sit on a shelf and do nothing about it. I look forward to partnering with every element of the maritime industry to help leave it in a better place after I've been in this job for two or three years."

He said he appreciated the fact that many of the labor officials attending the convention came up through the ranks, just as he has done. He also comes from a union family – his mother and two brothers all belonged to unions.

"It's my privilege to be here and look at maritime partners," he stated. "In my opinion, we defend America together. Now, because I wear a uniform I get the credit. We drive the aircraft carriers. We fly the jets. We take submarines down to the depths of the ocean. We've got the Tomahawk shooters out there in the eastern Mediterranean right now poised for action if called on. That's the stuff that Anderson Cooper and Wolf Blitzer cover, and so the uniform folks get it."

"But it is not lost on me that somebody's moving strategic fuel stocks around the world," he continued. "Somebody's moving all kinds of defense cargo and ammunition around the planet. Somebody's sitting on a prepositioning ship right now with war reserve materiel ready to weigh anchor and take it wherever the president needs it. And that's you and the members you represent, and for that I offer you my utmost respect. The whole thing comes to a grinding halt without the United States Merchant Marine supporting what the uniform folks like me do."

He shared a story from 1980, when he sailed as a cadet on the SIU-crewed Sea-Land Seattle. Rear Adm. Shannon said he never forgot the practical advice given to him by a seasoned AB who, in addition to teaching valuable lessons in seamanship, encouraged him (in colorful terms) to take advantage of promising career opportunities.

"Here we are 33 years later, and it's my honor to serve as Commander of Military Sea-

lift Command, the largest employer of mariners in the United States of America," he said.

Evaluating today's industry, Rear Adm. Shannon said in some ways it's both the best and worst of times.

"In the worst category, sequestration (automatic federal spending cuts) is putting immense downward pressure on our budgets," he said. "And it's not only the loss of funding, but it's the speed and velocity with which it is happening. It's not like we could plan for this over a five- or 10-year period, and so it is forcing us to make some very hard choices in a very short amount of time. With the gridlock in our Congress, I don't see that it's going to change for the foreseeable future."

On the positive side, he said that after assuming command of MSC earlier this year, "I know why the Defense Department and many other federal agencies look to us to provide a service, and it's not just internal MSC staff. It's our partners like you who I think are the best in the world. Mariners, other maritime trades, you're the reason why I get up and enjoy going to work in the morning."

He explained why he believes the Navy will be more important than ever in the years ahead, and also pointed to new-build programs involving the joint high-speed vessels and mobile landing platforms as reasons for optimism. He also cited overwhelmingly positive performances and feedback involving military-civilian hybrid crews on three Seafarers-manned vessels.

He added, "Nothing that Defense does, happens without you. This is a partnership we value.... When the president rings the bell and says it's time to go, you're the ones that respond. And I believe our country owes you a debt of gratitude for that."

He reinforced MSC's support for the Jones Act "and any other legislative effort to strengthen maritime shipping and shipbuilding.... It's my honor to serve with you."

## MTD Backs U.S. Troops, Nation's Many Veterans

The Maritime Trades Department, AFL-CIO, to which the SIU is affiliated, recently adopted the following resolution at its quadrennial convention:

### SUPPORT FOR TROOPS & VETERANS

While many Americans have lost faith in many of the nation's institutions, confidence in and support for the men and women who serve in the U.S. military continues to remain sky high. And for good reason. Day after day, Soldiers, Sailors, Aviators, Marines and Guardsmen put their

lives on the line to protect the country's safety, freedom and national interests. Where would America be without the professionalism and courage of those who serve in the military?

The MTD is proud of these brave men and women, many of whom are our own Union Brothers and Sisters. A number of MTD affiliates actively support the nation's troops every day on the job, both at home and around the globe. We also salute those who have served and earned the title of Veteran. The MTD is a proud member of the AFL-CIO Union Veterans Council.

However, those who are serving or have served on the front lines face a different battle – finding a job. America must not and cannot turn its back on those who answered the call to duty.

Never in the history of this nation have so many owed so

much to so few. These people deserve more than mere lip service. They need concrete actions. These men and women, both retired and active, deserve the best. That has been the MTD's belief since our inception in 1946.

NOW, THEREFORE BE IT RESOLVED that the Maritime Trades Department, AFL-CIO, its affiliates and Port Maritime Councils salute and thank the members of the United States Armed Forces past and present for their dedication to country and devotion to duty; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and Port Maritime Councils continue to work to ensure those who served have decent, good-paying jobs and proper benefits when they are home; and

BE IT FURTHER RESOLVED that the MTD, its affiliates and Port Maritime Councils pray for the safe return of those in uniform stationed around world.



U.S. Rep. Duncan Hunter (R-Calif.)



U.S. Rep. John Garamendi (D-Calif.)



U.S. Rep. Bennie Thompson (D-Miss.)



U.S. Rep. Cedric Richmond (D-La.)

## Congressmen Show Strong Support for Maritime Representatives Vow to Defend MSP, Food for Peace, Jones Act

While they came from different states, backgrounds and political parties, the members of Congress who addressed the 2013 MTD convention agreed on one thing: The nation must have a strong maritime industry and Washington must do more to ensure it stays that way.

Speaking to a gathering of labor leaders, military officials, industry executives and convention delegates Sept. 5-6 in Los Angeles, the congressmen stressed the need for vital programs like the Jones Act, Maritime Security Program (MSP) and Food for Peace (PL-480) while also calling for the creation of a wide-ranging national maritime strategy. Such a strategy should serve as a long-term guide for Congress and the administration and guarantee the industry remains strong and vibrant in the future, they said.

Those members of Congress included Reps. Duncan Hunter (R-Calif.), chairman of the Coast Guard and Maritime Transportation Subcommittee; John Garamendi (D-Calif.), ranking member on the Coast Guard and Maritime Transportation Subcommittee; Bennie Thompson (D-Miss.), ranking member on the Homeland Security Committee; and

Cedric Richmond (D-La.), co-founder of the Congressional Maritime Caucus.

"We need a national maritime strategy," said Hunter, adding that the strategy wouldn't be drafted by bureaucrats in Washington. "We're not going to come up with this in a dark room in D.C. somewhere. We're going to come up with this strategy with you."

As terrorism and unrest continue to shake the world, Hunter said such a strategy and a strong U.S. Merchant Marine should be among the nation's top priorities.

"There is more of a need for a strong and large merchant marine fleet than there has ever been," he said.

Hunter said that need was amplified following recent troubling developments that have greatly impacted the industry. He pointed specifically to cuts in the MSP, the program that provides an annual stipend to ensure 60 militarily useful merchant vessels are available to the government in times of need.

While the MSP provides billions of dollars' worth of sealift capability to the government for a small fraction of the price, the program was hurt by across-the-board

spending cuts when Congress and the administration failed to reach an agreement on the federal budget.

"We're trying right now to put that money back in so the MSP program keeps going and we have what we need," Hunter said. "Because at some point we're not going to have what we need and then the military is going to have to look within and pay billions of dollars to supplement that which would cost a few million."

Garamendi, who also called for the creation of a national maritime strategy, said the battle for the U.S. Merchant Marine and maritime industry was part of the larger federal budget battle. In an age of austerity, Garamendi said, Congress must ensure programs like the MSP, Title XI shipbuilding loans and PL-480 remain intact and fully funded.

"Those austerity budgets are going to go to the heart of the programs you care about, the programs I care about," he said. "The fight over the nature of the budget is absolutely critical to everything you want to do."

One of those vital programs, Garamendi said, was PL-480. Created in 1954 to transport American-grown food to countries in need aboard American-owned and -crewed vessels, PL-480 has enjoyed broad bipartisan support over the years. Aside from helping to maintain America's sealift and military-support capability and helping to improve America's standing in the world, it also directly accounts for more than 44,000 American jobs and boosts the economies of at least 28 states.

Earlier this year, however, the administration attempted to end PL-480 by turning it into a voucher program that would send money to countries in need rather than food. An amendment changing the program in that way was attached to the Farm Bill earlier this year, though both the amendment and the bill were defeated.

Garamendi said such alterations to PL-480 miss the point that American-made food must meet those in need while traveling on American ships.

"You cannot feed them with dollar bills," he said. "You're going to feed them with American grain and American food brought to them on American ships. We must continue that (program) and if we fail to do so it's only a matter of time before those dollars dry up and they don't have the food to survive."

Thompson, meanwhile, said in his speech that any future battles against PL-480 would face increased resistance. Speaking of the recent Farm Bill vote that saw many members voting against PL-480, Thompson said some of the members who voted against the program have realized the error of their ways.

"Food for Peace is absolutely important.

Some of our members didn't understand that, but they do now," Thompson said. "We have a term for that in Washington. It's called, 'uh oh.' And it seems 'uh oh' means, 'the next time it comes up, I'm going to know better.'"

Like his fellow Congressional colleagues, Thompson discussed the importance of maintaining a vibrant U.S. Merchant Marine and keeping vital maritime programs intact. As the ranking member of the Homeland Security Committee – and its former chairman – Thompson said he knows firsthand how important maritime is to the country.

"The Jones Act support is a no-brainer," Thompson said of the key maritime law that requires all domestic shipping to be on American-made, -crewed and -flagged vessels. "If we don't preserve what we have as a country, we lose our security. So I would encourage you to work hard to keep the Jones Act where it is."

Known as the lifeblood of the maritime industry, the Jones Act protects America's ports and inland waterways while also ensuring the nation has a vibrant fleet of merchant vessels ready to answer the country's call in times of war and crisis. It also accounts for more than 500,000 American jobs and more than \$100 billion in annual economic output while maintaining a pool of reliable, well-trained U.S. mariners who support our troops whenever and wherever needed.

Richmond cited those statistics in his speech to the MTD, adding that highlighting those sorts of benefits was one of the reasons why he co-founded the Congressional Maritime Congress earlier this year.

"If you talk about half a million jobs in one sector, then you have to understand (that) people understand it and invest in it," Richmond said. "But the only way they will do that is if you talk about it more. The more numbers we get in those caucuses the more attention we can push and make sure we get."

Richmond said that increasing the awareness of the benefits of key maritime programs – and the labor movement as a whole – can only do good things for the industry and the labor movement. That's especially true, he added, in the face of unending attacks from anti-maritime and anti-labor interests.

"Whether it's the Jones Act, cargo preference, MSP – all of those things are very critical to this country and they're going to keep coming under attack," Richmond said. "We just have to know that. We just need to talk about the benefits."

And when it comes to benefiting the country and benefiting maritime, Richmond said the two are invariably linked.

"We will continue to support you all because supporting you supports the country," he said.



SIU/MTD President Michael Sacco, U.S. Rep. Duncan Hunter (R-Calif.), and Tom Bethel, president, American Maritime Officers



## Crowley Focuses on Safety, Wellness, Growth

The head of Seafarers-contracted Crowley Maritime Corporation sees opportunities for growth in the industry, but said such progress will require ongoing commitments to safety and partnerships.

Thomas B. Crowley Jr., chief executive officer and chairman of the board of directors, addressed the MTD convention Sept. 6. He described his company's diverse operations and emphasized the wisdom of regularly bringing stakeholders together for collaboration.

"I think the partnership that industry and labor and government have is really unique to our industry," stated Crowley, whose company employs thousands of U.S. mariners. "We can't take all this for granted. We have to continue to work on it - make it more powerful and really invest in the future."

Crowley said that where his specific company is concerned, he plans to retain family ownership, invest for the long haul, and re-invest profits back into the business. He also plans to maintain a diverse set of services within the industry, and in "many different geographies."

For instance, he described Crowley's operations in container and tanker shipping, logistics, tug services, and salvage projects.

All of those components depend on what he described as Crowley's top priority: safety. Pointing to the company's sterling record, he added, "These results never would have happened if it hadn't been for our partnership with labor on achieving these goals."

"Most of our employees will enter their career and leave their career and not have any incidents, not hurt themselves, not hurt any equipment and not hurt the environment," he

continued. "It's our responsibility to make sure that we give our employees all the tools we can to make sure that all of them have that opportunity. And when you look at it that way, it's a much simpler task, a much easier task. We're not going to get rid of all hazards, but if you layer in defenses and give the people that are doing the work as many defenses as you can, it's going to stop that chain of events. Whenever you look at a (minor) safety incident or a disaster, it's always a multitude of things that add up that create the problem. And we've got to tackle each one of those and make sure that we take as many of those away so we can avert those incidents."

Wellness is another of the company's goals - and another for which they have teamed up with maritime labor.

"We've taken [wellness] on as a big challenge within our company," he explained, "and again, this is an area we're going to look for partnerships with our unions to figure out how to tackle it. This is a challenge we all face; we face it as a nation, we face it as a company, and you face it as unions providing those medical plans. We've got to become a healthier workforce, a healthier America."

Finally, he talked about the company's newly ordered Jones Act tankers as well as other plans for growth.

"We're putting together a very aggressive plan," Crowley said. "But we've got to keep striving, got to look for new ways."

He added that recruiting, training and employee retention all will remain "critical" for the company's future. "Those are our priorities: recruit, train and retain."

Wrapping up his presentation and referring



Thomas B. Crowley Jr., Chief Executive Officer and Chairman of the Board of Directors Crowley Maritime Corporation

to remarks earlier the same day from the commander of the U.S. Transportation Command, Crowley cited "our partnership with the government and military. General (William) Fraser spoke a lot about partnership with industry, and we feel the same way. We're here to serve

this country in as many ways as we can. And the amount of work we do with the government is huge, but we want to do more, want to be of service, want to be able to lower their costs of doing business by leveraging what the industrial commercial sectors can provide."



MTD President Michael Sacco, left, presents AFL-CIO President Richard Trumka with a ship's wheel. Sacco gave the memento to Trumka following his address to convention delegates and guests.



Art Pulaski Executive Secretary-Treasurer California Labor Federation

## Labor Leaders Call for Unity, Change

### Trumka, Pulaski Call on Movement to do More for Middle Class

AFL-CIO President Richard Trumka came to the podium at the 2013 MTD convention with big ideas and a call for action. The nation is facing a crisis, he said, and the labor movement must do all it can to rebuild the middle class with good jobs that provide a shot at the American Dream.

"America is calling out for help right now," Trumka said Sept. 5 to the gathering in Los Angeles. "We have to answer our country's call. Our nation's been torn down and torn apart."

Describing a country plagued with income inequality and a vanishing middle class, Trumka - and California Labor Federation chief Art Pulaski, who spoke the following day - said more had to be done to secure fair wages, health care, comfortable retirement, education and a better life for millions of Americans.

"We're going to do whatever it takes to lift our country up, no matter what the price, no matter how high the cost, because we've come too far,"

Trumka said. "It's time for us to go forward. We won't back up, and we won't back down, and we won't be turned aside, and we will not be denied. This is the American labor movement and it is our country and time we took it back."

The key to taking the country back, Trumka said, lies in the movement's numbers and passion. He called on everyone to ask if they are doing enough and encouraged further mobilization and grassroots political activity.

Whether they've been part of the labor movement or not, Trumka said everyone should be welcomed into the fold and encouraged to join the fight for middle class fairness.

"We're going to join together with everyone and anyone who will stand with us, who will raise up our voices together until our voices become one loud powerful voice that cannot be denied and demand an economy that provides for every last American, not just those at the very top," Trumka said. "And with one voice we'll demand that all work have dignity, that every worker has health care, and every child a good education, and enough to eat. We want every worker to have a job and fair pay and a secure retirement."

Discussing the importance of mobilization, Pulaski pointed in his speech to the grassroots work undertaken in California to defeat anti-worker measures. One of those proposals - California's Proposition 32 - was defeated last year and basically would have kept the labor movement out

of the political process.

"What we have done is we have researched and understood and scored every of 16 million voters in the state of California," Pulaski said. "We know of those 16 million who are inclined to support the union movement on our issues. So we began this campaign to help them get to the issues that they share with us; they just need somebody to talk with them and get them out to vote."

When combined with the successes seen from last year's California political races, Pulaski said the strategy could be a winning one nationwide. It's simply about mobilizing those on the side of workers and taking to the fight to the anti-worker opponents.

"The message for them is, it's not going to be easy to mess with the labor movement in the future," Pulaski said. "We're about building power, we're about having your back, and we're about building the labor movement."

We're about organizing and we're about making sure that we kick back on those enemies of labor who are trying to destroy us."

Trumka, meanwhile, touched on similar themes in his speech, arguing the labor movement must refuse to allow anti-worker groups to paint organized labor as an enemy to the middle class. Those in the labor movement, Trumka added, are the ones who

actually fight for the middle class and the vast majority of Americans. The movement must make sure the county knows that.

"We're no fringe group with special interests. We're the mainstream," Trumka said. "The vast majority of the American people believe exactly what we believe in, and it is time for the American labor movement to start acting like the majority in this country, not the minority."

And while it won't be easy, Trumka said such hard work will most certainly pay off.

"It starts now and won't end until every kid has a fair education and goes to bed with a full stomach, until every American is treated with dignity and fairness and doesn't get cheated in any kind of system, whether it's the judicial system or anywhere else," Trumka said. "That's the America that we believe in and that's the America we shall have."

**"We're going to join together with everyone and anyone who will stand with us, who will raise up our voices together until our voices become one loud powerful voice that cannot be denied and demand an economy that provides for every last American, not just those at the very top..." - - - Richard Trumka**



# MARITIME TRADES DEPARTMENT

## 2013 QUADRENNIAL CONVENTION



*"Maritime Transportation Delivers"*

*September 5-6, 2013*

*Los Angeles*



David Durkee  
International President  
Bakery Workers



Mark Spano  
President  
Novelty Workers



Ken Rigmaiden  
General President  
Painters



MTD President Michael Sacco, right, presents U.S. Transportation Command Commander Gen. William Fraser with an historic "Battlin' Pete" World War II-era patch. Sacco gave the memento to Fraser shortly after his address to MTD delegates and guests.



Tom Bethel  
President  
AMO



Jim Given  
President  
SIU of Canada



Frank Christensen  
General President  
IUEC



Richard McCombs  
President  
IBEW Local 261



Gunnar Lundeberg  
President  
SUP



Anthony Poplawski  
President  
MFOW



Walter Wise  
President  
Iron Workers

### MTD at a Glance

The Maritime Trades Department is a constitutionally mandated department of the AFL-CIO. It was formed in 1946, and its 21 affiliates include the SIU. Altogether, those unions represent more than 5 million members. The MTD also features 21 port maritime councils.

SIU President Michael Sacco also serves as MTD president, a post to which he most recently was re-elected last month.

The coverage on pages 9-14 reflects some of the happenings at the MTD's 2013 Quadrennial Convention which took place Sept. 5-6 in Los Angeles. Check out the MTD's website ([maritimetrades.org](http://maritimetrades.org)) for additional information about the department.



Ron Krochmalny  
President  
Michigan Port Council



Ron Kloos  
National Vice President  
TCU



Robert Roach  
General Secretary-Treasurer  
IAM



John Baker  
President  
Cleveland Port Council



Glenn Middleton  
Vice President  
AFSCME



Augie Tellez  
Executive VP  
SIU



David Heindel  
Secretary-Treasurer  
SIU



Nick Marrone  
VVP West Coast  
SIU



Dean Corgey  
VP Gulf Coast  
SIU



Tom Orzechowski  
VP Great Lakes  
SIU



Joseph Soresi  
VP Atlantic Region  
SIU



George Tricker  
VP Contracts  
SIU



Kermet Mangram  
VP Government Services  
SIU



Scott Winter  
VP  
MTD



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



Don Nolan  
Vice President  
Paul Hall Center



Brian Schoeneman  
Legislative Director  
SIU



Desiree Gralewicz  
Secretary-Treasurer  
SIU of Canada



Steve Bertelli  
International Secretary-Treasurer  
Bakery Workers



Dan Kane  
International Secretary-Treasurer  
Mine Workers



Steve Torello  
Secretary-Treasurer  
Novelty Workers



George Galis  
Secretary-Treasurer  
Painters



Richard Lanigan  
Vice President  
OPEIU



John Candioto  
Secretary Treasurer  
SMWIA, Local 16



Jorge Lopez  
SMART



Bernie Hostein  
Asst. to President  
Steelworkers



Jack Hayn  
Asst. to General President  
Painters



Harry Kaiser  
Asst. to President  
Bakery Workers



Edward Kuss  
Special Representative  
IAM



Sito Pantoja  
General VP, Transportation  
IAM



Laura Reynolds  
Asst. to Vice President  
CWA



Gary Powers  
Asst. to President  
Boilermakers



Brian Bryant  
Chief of Staff  
IAM



Tyler Brown  
Director  
Education Research  
Boilermakers



Lynn Tucker  
General Vice President,  
Eastern Territory,  
IAM



Robert Godinez  
International Representative  
Boilermakers



## MarAd Planning New Strategy to Revitalize Industry

The acting head of the U.S. Maritime Administration (MarAd) said his agency is taking a "leading role" in developing a new blueprint to revitalize the industry.

Paul "Chip" Jaenichen addressed the MTD Sept. 6, and offered a realistic look at the tough challenges facing the maritime industry along with an outline for how to tackle them.

Echoing some of the other speakers, Jaenichen said, "The nation needs a maritime policy. It needs a strategy. The Maritime Administration is going to take a leading role."

He said the agency in mid-November will host a symposium in the nation's capital to help develop such a strategy.

"We've got to figure out how to reinvigorate the U.S. Merchant Marine," he said. "By actively collaborating, I'm convinced we can help ensure that we create a process and develop a maritime strategy that actually works, is inclusive, is far-reaching and long-lasting."

"You are the backbone of American prosperity," he continued. "We are a maritime nation; that's not ever going to change. The men and women that you support in the industry at sea and also those who work ashore to support those folks and everybody who's earning an income to support their families – that's what's important and that's why we're here."

A retired career U.S. Navy officer, Jaenichen said that following his appointment last year as acting administrator, one of his first actions was setting "a new strategic vision for the agency." That vision is summarized in four words, he said: cargo, infrastructure, readiness, and advocacy.

Jaenichen said his 30 years in the Navy – including 14 years in seagoing assignments – made him clearly understand "what it takes to have a strong maritime nation."

After having visited MarAd's 46 Ready Reserve Force (RRF) ships during the past year, most of which are SIU-crewed, he stated, "One of the things that I found on every single one of the ships was that the maritime labor on board was professional and dedicated. They are definitely true patriots."

Like other speakers, Jaenichen described the industry as being "at a crossroads." He talked about budget battles and attacks on American-flag shipping, and said that although he is optimistic about revitalization, "it's not going to be easy. It's going to require some heavy lifting by Congress, it's going

to require some heavy lifting by policy, it's going to require heavy lifting by folks in this room."

He said MarAd (along with other advocates, including the MTD and SIU) is fighting to protect the Maritime Security Program (MSP), one of the industry's staples since its enactment 1996. However, due to mandatory federal spending cuts, the government this year "for the first time in the history of that program [is] not going to pay all those operators what they were required to be paid by their contract."

After detailing some of the efforts to boost the MSP, Jaenichen said that from a broader perspective, "The good news is that even with all these challenges and the looming fiscal budget, and along with sequestration's unintended impacts or unintended consequences, there are some things that haven't changed. And that's the fact that America can still rely on its maritime industry to power trade and prosperity, during peace time and in war. But more importantly, they're ready to provide the essential sealift that we need, and it doesn't matter whether it's a humanitarian crisis or whether troops need their equipment overseas, they're ready to go and they're ready to do it today. Not tomorrow, not next week, they're ready to do it today."

He then saluted the mariners who assisted in Superstorm Sandy relief efforts, citing that operation as just one example of civilian mariners answering the nation's call.

Other positive developments mentioned by the acting administrator included new-build programs at Aker Philadelphia Shipyard and General Dynamics NASSCO, plus "increased demand from the Gulf and the oil industry."

He added that liquefied natural gas (LNG) – both as fuel and cargo – offers promising new opportunities for Jones Act ships and the yards that build them. With that in mind, MarAd is funding a \$500,000 LNG bunkering study.

Jaenichen also said MarAd has successfully implemented fairer, stricter and more transparent guidelines for Jones Act waivers.

"We strongly support the Jones Act," he stated. "I'm going to be fighting for it every day to make sure that it continues to work. We're going to enforce it."

Returning to the agency's plans for developing a national



Paul "Chip" Jaenichen  
Acting Administrator  
U.S. Maritime Administration

maritime strategy, Jaenichen said, "We sink or swim together, and no one's success or failure is necessarily an isolated event. So it's up to everyone involved – it's government, it's labor, it's shipowners, it's shippers, it's manufacturers. We've got to get together."



Frank Foti  
President and CEO  
Vigor Industrial

## Vigor Industrial CEO Advises Convention Attendees 'Keep it Simple' in Workplace

As the head of Vigor Industrial sees it, workplace guidelines can be plenty effective without being complex.

Frank Foti, president and CEO of Vigor, also told MTD convention attendees that there's nothing wrong with bonding on the job, as long as it's done respectfully.

"We've had a really simple, unifying code that is hard to argue with," said Foti, whose company operates shipbuilding and repair facilities in Washington, Oregon and Alaska. "This has served us really well and we've grown as a company. We used to have one location; we have seven now, and this code is understood in all of our locations."

Foti, who addressed the MTD on Sept. 6, commended Vigor's union workforce – and also surprised the audience by announcing the company is adopting a new code, though it's at least as basic as the old one. Its components: truth, responsibility, evolution, and love.

"They seem like simple concepts and they are," Foti said. "Actively speak the truth and actively seek it... Openness and truth belong in a workplace, especially the hard truth."

He said that such honesty can be uncomfortable, but one of its biggest potential benefits is safety. By fostering that type of workplace environment, Foti asserted, employees will be more likely to voice concerns and prevent mishaps.

Similarly, he said responsibility means "acting on what you know is right."

For Vigor, evolution means constantly improving and adapting to the latest technologies.

Finally, he talked about love – not typically a common topic

on job sites, but one for which Foti's passion was obvious.

"If you love the people you work with and you love yourself, make sure that you're doing no harm to yourself, the environment or others... Love includes the community that you're in. It includes applauding the work of Tom Crowley (head of Crowley Maritime, who spoke earlier that day) by making sure that there are family-wage jobs available to the workers in this industry. It's what you do to fight for quality and benefits, and also to fight for equality of the person that's part of your business. And it's up to us as leaders to be servants, family, however you define it."

Earlier, he explained the company's name and basic operations: "The dictionary definition of vigor is the capacity for natural growth and survival, strong feeling, enthusiasm or intensity in physical or mental strength, energy or force. We think that that exemplifies the kind of work that we do. Whether what we do is marine-based or non-marine based, we are Vigor...."

"We break our business down into three parts," he continued. "We build ships – we build barges, ferries, fish boats, specialty vessels for the government. We work on wave energy buoys, and we do various fabrication... Most of the rest is repair."

Vigor's workforce is mobile, he added, which is both a credit to the employees and a refutation of old myths about inflexible union members.

"We have a lot of great partnerships with organized labor," he said.

### MTD Jones Act Resolution

The Jones Act is the lifeblood of the maritime industry and a vital tool in protecting the nation's economic and national security.

This is common knowledge among the MTD, its affiliates, the U.S. military and a bipartisan contingent of American lawmakers. Unfortunately, it is not common knowledge outside that group. In fact, there are some – fueled with misinformation and funded by foreign-flag, anti-worker interests – who would like to undo the Jones Act and the benefits that come with it.

Those benefits are many. The Jones Act, which mandates that cargo moving between

U.S. ports must be carried on vessels that are flagged, built, crewed and owned American, sustains more than 500,000 American jobs and generates more than \$100 billion in annual economic output. It also provides nearly \$30 billion in annual wages and contributes more than \$11 billion in tax revenue to the country.

Recent reports also have outlined the benefits of the Jones Act. A report by the non-partisan Government Accountability Office (GAO) on the Jones Act's impact on Puerto Rico dispelled the myth that the law is harmful to consumers and leads to higher shipping costs. Instead, the GAO study found there were considerable reductions in shipping costs and determined, "The (Jones Act) has helped to ensure reliable, regular service between the United

States and Puerto Rico – service that is important to the Puerto Rican economy."

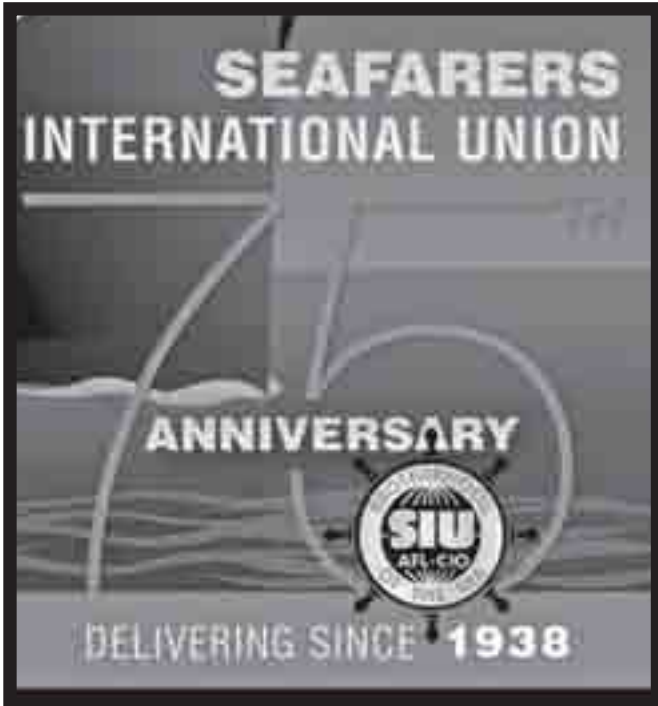
Another report by the Lexington Institute, a non-profit, non-partisan think tank, has affirmed the Jones Act's importance to national security. That report found the Jones Act helps protect American interests at home and abroad by helping ensure the nation has a strong force of merchant mariners ready to answer their country's call to duty anytime, anywhere.

Time and time again the U.S. government has called on the nation's merchant mariners to support their country in times of war or crisis and those mariners have answered that call without fail. Not having such a cadre of well-trained, loyal U.S. mariners would be dangerous and potentially disastrous in times of crisis.

NOW, THEREFORE BE IT RESOLVED that the Maritime Trades Department, AFL-CIO, its affiliates and Port Maritime Councils recognize the importance of the Jones Act to the maritime industry and the country's economic and national security and;

BE IT FURTHER RESOLVED that the MTD, its affiliates and Port Maritime Councils will promote the Jones Act in every possible way, including educating the American public, elected officials and political leaders about the law's significance and benefits and;

BE IT FURTHER RESOLVED that the MTD, its affiliates and Port Maritime Councils will continue to support the Jones Act in every arena and oppose all efforts to repeal or dismantle the law in any way.



## Check Out Our Union's 75th Anniversary Video

An eight-minute video celebrating the union's anniversary is now available for viewing. The production is free and available to anyone wishing to view it. It can be found on the SIU website at:

[www.seafarers.org/gallery/SIU75thanniversary.asp](http://www.seafarers.org/gallery/SIU75thanniversary.asp)

Or, just mouse over the "Gallery" tab at [www.seafarers.org](http://www.seafarers.org) and then follow the "Videos" tab.

## Personals

Former Seafarer **Nancy Hilpisch** (formerly Nancy Artrip) wants to contact **Paul Su** with whom she sailed aboard the *Independence* and *Constitution*. Brother Su, or anyone who is aware of his whereabouts, may contact Nancy at (803) 316-9734.

Retired member **Jimmy Sabga** would like **Charlie Smith** (also retired) to contact him; or wants to hear from anyone who knows how to contact him. Jimmy and Charlie both sailed as QMEDs. Sabga's phone number is (905) 727-4858.

## November & December 2013 Membership Meetings

Piney Point.....	Monday: November 4, December 2
Algonac.....	Friday: November 8, December 6
Baltimore.....	Thursday: November 7, December 5
Guam.....	Thursday: November 21, December 19
Honolulu.....	Friday: November 15, December 13
Houston.....	*Tuesday: November 12, Monday: December 9
Jacksonville.....	Thursday: November 7, December 5
Joliet.....	Thursday: November 14, December 12
Mobile.....	Wednesday: November 13, December 11
New Orleans.....	Tuesday: November 12, December 10
New York.....	Tuesday: November 5, December 3
Norfolk.....	Thursday: November 7, December 5
Oakland.....	Thursday: November 14, December 12
Philadelphia.....	Wednesday: November 6, December 4
Port Everglades.....	Thursday: November 14, December 12
San Juan.....	Thursday: November 7, December 5
St. Louis.....	Friday: November 15, December 13
Tacoma.....	Friday: November 22, December 13
Wilmington.....	Monday: November 18, December 16

\*Houston change due to Veterans Day

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

## Dispatchers' Report for Deep Sea

August 16, 2013 - September 15, 2013

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	10	12	3	15	7	2	1	12	21	4
Anchorage	0	1	2	0	1	0	1	2	2	2
Baltimore	7	9	2	1	1	0	0	9	9	2
Fort Lauderdale	13	19	1	11	3	3	2	21	27	4
Guam	4	1	0	3	1	0	0	4	2	1
Honolulu	8	6	0	4	1	1	0	21	14	0
Houston	53	19	0	45	8	1	23	88	25	2
Jacksonville	31	18	3	36	15	2	16	54	31	5
Joliet	7	8	0	4	3	0	2	10	7	0
Mobile	11	7	3	10	5	0	2	16	4	3
New Orleans	7	4	1	10	2	0	3	15	3	3
New York	43	17	2	42	12	1	16	88	24	6
Norfolk	16	21	6	14	9	0	5	28	37	7
Oakland	19	8	1	19	3	0	4	43	9	1
Philadelphia	5	4	1	4	1	0	1	8	5	2
Piney Point	2	1	0	2	0	0	0	2	2	0
Puerto Rico	15	5	0	7	2	0	3	15	7	2
Tacoma	33	14	6	30	13	0	12	59	35	10
St. Louis	6	4	0	3	0	0	1	6	5	3
Wilmington	36	11	2	16	7	0	7	67	56	5
<b>TOTALS</b>	<b>326</b>	<b>189</b>	<b>33</b>	<b>276</b>	<b>94</b>	<b>10</b>	<b>99</b>	<b>568</b>	<b>325</b>	<b>62</b>
<b>Engine Department</b>										
Algonac	1	1	0	3	5	0	0	4	3	1
Anchorage	1	0	0	0	0	0	0	2	2	0
Baltimore	4	3	0	2	2	0	1	7	5	1
Fort Lauderdale	8	5	2	1	4	2	2	20	7	5
Guam	2	0	0	1	0	0	0	3	0	0
Honolulu	3	3	1	5	3	0	1	14	4	2
Houston	13	10	2	10	3	0	0	37	19	3
Jacksonville	16	11	5	19	7	2	6	35	27	11
Joliet	5	6	1	2	5	0	1	4	3	1
Mobile	5	3	1	6	1	1	0	9	4	4
New Orleans	3	2	0	2	2	0	2	4	3	0
New York	18	10	1	11	6	0	5	23	25	6
Norfolk	9	6	0	12	7	0	2	17	19	1
Oakland	11	6	0	5	4	0	2	20	8	1
Philadelphia	5	4	1	1	2	0	1	8	5	2
Piney Point	1	4	0	1	1	0	0	3	5	0
Puerto Rico	0	6	0	1	0	0	0	3	8	0
Tacoma	20	4	1	13	4	0	7	29	12	1
St. Louis	0	0	0	0	1	0	0	0	2	0
Wilmington	13	13	1	9	3	0	6	28	23	2
<b>TOTALS</b>	<b>138</b>	<b>97</b>	<b>16</b>	<b>104</b>	<b>60</b>	<b>5</b>	<b>36</b>	<b>270</b>	<b>184</b>	<b>41</b>
<b>Steward Department</b>										
Algonac	1	5	0	1	2	1	0	4	5	0
Anchorage	0	1	0	0	0	0	0	0	2	0
Baltimore	4	1	0	2	0	1	0	6	4	0
Fort Lauderdale	6	4	0	9	1	1	7	11	11	4
Guam	0	0	0	1	0	0	0	4	2	0
Honolulu	2	1	0	7	0	0	1	22	9	1
Houston	20	8	1	17	5	0	8	38	12	2
Jacksonville	18	3	2	19	3	0	6	23	8	3
Joliet	5	2	0	2	0	0	0	3	3	0
Mobile	8	0	2	1	0	0	0	11	3	3
New Orleans	4	2	4	7	0	2	3	9	3	3
New York	28	5	0	9	2	0	1	42	7	1
Norfolk	12	4	2	6	7	0	3	20	16	6
Oakland	23	3	1	7	2	0	3	29	4	0
Philadelphia	1	0	0	1	0	0	0	2	0	1
Piney Point	0	4	0	2	1	0	0	1	3	1
Puerto Rico	1	1	0	0	1	0	0	1	3	0
Tacoma	13	5	0	11	3	0	6	32	5	0
St. Louis	3	1	0	2	0	0	0	3	3	0
Wilmington	19	2	1	12	2	0	2	40	0	1
<b>TOTALS</b>	<b>168</b>	<b>52</b>	<b>13</b>	<b>116</b>	<b>29</b>	<b>5</b>	<b>40</b>	<b>301</b>	<b>103</b>	<b>26</b>
<b>Entry Department</b>										
Algonac	2	2	11	2	11	1	4	5	13	23
Anchorage	0	0	0	0	0	0	0	0	1	1
Baltimore	0	3	2	0	0	0	0	0	3	5
Fort Lauderdale	0	4	1	0	3	1	0	1	9	2
Guam	0	0	0	0	1	0	0	0	1	0
Honolulu	7	3	0	5	3	1	2	6	12	
Houston	6	12	5	3	6	3	1	9	27	11
Jacksonville	4	14	16	2	11	9	1	5	16	19
Joliet	0	3	1	0	1	0	1	1	2	1
Mobile	1	0	0	1	1	1	0	0	3	1
New Orleans	2	4	3	1	1	0	0	3	5	4
New York	3	21	11	1	10	1	1	8	41	28
Norfolk	0	13	26	1	2	2	1	0	30	51
Oakland	4	7	6	1	2	0	1	3	19	14
Philadelphia	0	1	1	0	1	1	1	0	1	1
Piney Point	0	1	1	0	0	0	1	0	1	2
Puerto Rico	0	1	0	0	1	0	0	0	1	2
Tacoma	5	9	2	2	6	0	1	8	31	5
St. Louis	0	1	0	0	1	0	0	0	0	0
Wilmington	4	15	7	0	4	0	0	16	43	30
<b>TOTALS</b>	<b>32</b>	<b>118</b>	<b>96</b>	<b>14</b>	<b>67</b>	<b>22</b>	<b>14</b>	<b>61</b>	<b>253</b>	<b>212</b>
<b>GRAND TOTAL:</b>	<b>664</b>	<b>456</b>	<b>158</b>	<b>510</b>	<b>250</b>	<b>42</b>	<b>189</b>	<b>1,200</b>	<b>865</b>	<b>341</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 answered by SIU members who graduated from the most recent bosun recertification class at the union-affiliated Paul Hall Center in Piney Point, Md.*

**Question: What was one of your favorite voyages, and what made it so?**



**Lonnie Porchea**

My favorite voyage was my first. I'd always said I would never ride a ship, but that first ship was from Philadelphia to Texas and it was like being on the other side of the world. Now the ship is my life and I would not have it any other way. I love what I do; I get paid to see the world.



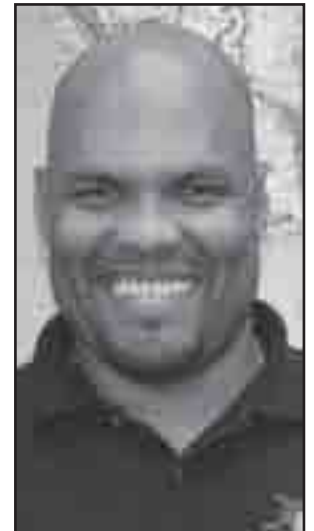
**Richard Szabo**

One of my favorite voyages had to be in 2012 aboard the *Liberty Grace* for Liberty Maritime. We went around the world, always heading west. We visited two ports in Africa delivering grain. The voyage lasted 93 days. We left Portland, Ore., and completed the voyage at Houston.



**Joseph French**

I've been sailing around the world since 1980. My favorite voyages have been going from Japan to Australia. I like crossing the equator. I'm just very grateful for the SIU and for these opportunities, including the chance to be a recertified bosun.



**Virgilio Rosales**

My favorite voyage was a trip to the Philippines. It was a smooth 30 days sailing on board the *MV Noble Star*. We had a great crew on board, which makes everything more enjoyable.



**Cleofe Bernardez Castro**

In 1996 I was on the *OMI Leader* going to Curacao and Aruba. I had a very good time. After my watch, I went to downtown Curacao. Back in 1999, I went to Ghana, Africa, on the *Frances Hammer* and met with nice people.



**Mohamed Mohamed**

In 2003, I was on the *Overseas Harriette*, a bulk carrier with stick booms. We delivered food all over the world – Vietnam, the Philippines, North Korea. That was very interesting. That was six months, and we spent a month in North Korea. It was very strict. I felt proud because we were helping other countries.



**Moises Ramos**

Going to Haifa, Israel. We toured Jerusalem. That's always been my favorite voyage, mostly because of my Christian upbringing. To have had the chance to visit the Holy Land – to walk the streets and see the places where Jesus Christ was born and crucified was definitely a very memorable experience.



**Christopher Janics**

The most important voyage I ever made was for AT&T on the *Long Lines* back in 1985. I met my beautiful wife, Judylyn, and started a family as well as doing the SIU proud by doing a great job on the ship. It's been a great life and I wish everyone fair winds and following seas.

## Pic-From-The-Past

From the LOG photo files comes this 1992 image of the 935-foot-long *LNG Gemini*. The ship was built in 1978, with specs including gross tonnage of 95,084 and cubic-meter capacity of 125,000. It was part of an eight-vessel liquefied natural gas carrier fleet ably crewed by Seafarers for many years.



*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

### MOHAMED AHMED

Brother Mohamed Ahmed, 65, began sailing with the SIU in 1994 from the port of New York. Brother Ahmed originally worked on the *Independence*. In 2000, he took advantage of educational opportunities at the Paul Hall Center. Brother Ahmed was born in Egypt and sailed as a steward department member. His most recent trip was aboard the *Maersk Iowa*. Brother Ahmed settled in New Hyde Park, N.Y.

### STEFAN BEREZIUK

Brother Stefan Bereziuk, 65, became an SIU member in 1977. He initially worked with Dixie Carriers. Brother Bereziuk sailed in the deck department. His most recent trip to sea was on the *Green Lake*. He makes his home in Houston.



### WILLIAM BUNCH

Brother William Bunch, 65, joined the union in 1991 while in New York. The steward department member first sailed on the *Bonny*. Brother Burch upgraded on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He last shipped aboard the *USNS Pilibau*. Brother Burch was born in New Orleans and calls Fredericksburg, Va., home.



### MIGUEL CASTRO

Brother Miguel Castro, 71, started sailing with the Seafarers in 1990. He was originally employed on the *Maj. Stephen W. Pless*. Brother Castro shipped in all three departments. He enhanced his skills in 2001 at the maritime training center in Piney Point, Md. Brother Castro's last ship was the *Eugene A. Obregon*. He is a resident of Kenner, La.



### MILAGROS CLARK

Sister Milagros Clark, 65, joined the SIU ranks in 1989. Her first ship was the *Independence*; her most recent, the *Golden State*.



Sister Clark was born in the Philippines and worked in the steward department. She upgraded frequently at the Paul Hall Center. Sister Clark resides in Oakland, Calif.

### FRANCISCO DACRUZ

Brother Francisco Dacruz, 62, donned the SIU colors in 2001 when the NMU merged with the Seafarers International Union. He was a steward department member. Brother Dacruz was born in Cape Verde. He upgraded on two occasions. Brother Dacruz's most recent trip was aboard the *Yorktown Express*. He resides in Pawtucket, R.I.

### MARK DAVIS

Brother Mark Davis, 65, signed on with the Seafarers in 2001 during the SIU/NMU merger. He initially shipped on the *USNS Capella* as a member of the deck department. Brother Davis is a native of Ghana. He concluded his career aboard the *Overseas Cascade*. Brother Davis lives in Riverdale, Ga.



### LARRY LOPEZ

Brother Larry Lopez, 66, started shipping with the SIU in 1973 while in New York. The steward department member first sailed with CSX Lines. Brother Lopez enhanced his skills twice at the Piney Point school. His most recent ship was the *Patriot*. Brother Lopez lives in Kissimmee, Fla.

### CARL MOTLEY

Brother Carl Motley, 71, began sailing with the SIU in 2002 after previously shipping with the NMU. His most recent trip was on the *Chemical Pioneer*. The deck department member attended classes often at the Paul Hall Center. Brother Motley lives in Martinsville, Va.



### KENNETH ROETZER

Brother Kenneth Roetzer, 68, donned the SIU colors in 1989. He originally sailed aboard a vessel operated by Red Circle Transport Company. Brother Roetzer shipped in the steward department. He upgraded often at the Paul Hall Center in Piney Point, Md.



Brother Roetzer's most recent trip was on the *Marilyn*. He was born in New York and now resides in Homosassa, Fla.

### MAJOR SMITH

Brother Major Smith, 65, joined the Seafarers in 1968. The engine department member's earliest trip was with Valentine Chemical Carriers. Brother Smith enhanced his skills on numerous occasions at the Piney Point school. His most recent ship was the *USNS 1st Lt. Harry Martin*. Brother Smith continues to make his home in his native state of Alabama.



### THEODORE WEST

Brother Theodore West, 65, began sailing with the union in 1989. He shipped aboard the *Independence* for the duration of his career. Brother West sailed in the steward department. He is a resident of McDonough, Ga.



### JAMES WOHLFERT

Brother James Wohlfert, 68, joined the SIU in 1998 while in Detroit. His first trip was aboard the *McDonnell*. The deck department member last



worked on the *Indiana Harbor*. Brother Wohlfert calls Hubbardston, Mich., home.

## INLAND

### ALBERT CVITANOVICH

Brother Albert Cvitanovich, 62, was born in California. He became an SIU member in 1980. Brother Cvitanovich mainly sailed with Crowley Towing & Transportation of Wilmington. He was a member of the engine department. Brother Cvitanovich lives in Ranchos Palos Verdes, Calif.



### THOMAS DOYLE

Brother Thomas Doyle, 67, signed on with the Seafarers in 1977. He was born in New Orleans. Brother Doyle primarily worked with Crescent Towing of New Orleans. He resides in Gretna, La.



### JOSEPH GODARD

Brother Joseph Godard, 62, started sailing with the union in 1999 while in Mobile, Ala. The



Alabama native worked with Alabama Pilot Inc. for the duration of his career. Brother Godard makes

his home in Point Clear, Ala.

### JUNIOUS WILLIAMS

Brother Junious Williams, 64, began shipping with the SIU in 1974 from the port of New Orleans. He first worked aboard the *Overseas Anchorage*. Brother Williams upgraded in 1978 and 2001 at the maritime training center in Piney Point. The engine department member is a Louisiana native. Brother Williams most recently sailed on the *Terrapin Island*. He lives in Harvey, La.



## GREAT LAKES

### RICHARD BRAY

Brother Richard Bray, 65, joined the SIU in 1968. He was born in Michigan. Brother Bray's first ship was the *Huron Portland Cement*; his most recent, the *Paul Thy*. He is a resident of Alpena, Mich.



## This Month In SIU History

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

### 1939

On Wednesday, Oct. 2, in Savannah Ga., delegates from the Atlantic, Gulf and Great Lakes District met for the purpose of drafting a constitution for the Seafarers International Union. In addition to the basic constitution, issues to be voted on included the shipping rules, hospital and strike assessments and a constitutional amendment that provided that in order to become a member a man had to be a citizen. The constitution was adopted by a vote of 1,225 in favor and 180 opposed. The votes on the constitutional amendment, the shipping rules and the assessments were likewise carried by large majorities.

### 1952

Seafarers and their children will have an opportunity to get a four-year college education, free of charge, under a new plan proposed by the SIU and approved by the trustees of the Seafarers Welfare Plan. Beginning with the fall term of 1953, four students yearly will receive full college scholarships of \$1,500 a year for four years, good at any recognized college or university in the U.S. and for any course selected. Money has already been set aside by the trustees for the scholarship fund to cover the next four years. This is the first scholarship plan in maritime and one of the few union

scholarship plans in the U.S. The union scholarship will be enough in practically all cases to cover all tuitions and fees and still leave enough money for ample monthly subsistence payments.

### 1956

A dockside explosion due to a faulty line in the engine room of the SIU-manned cruise ship *Alcoa Corsair* is believed to have been the cause of last Saturday's fire which killed one engineer and injured 11 Seafarers just seven hours before the ship was due to sail for the Caribbean. The dead man is Edward S. Moses, 69, of New Orleans and a member of the Marine Engineers Beneficial Association. All of the injured were SIU men. There were no passengers aboard at the time, and only about one-third of the regular crew.

### 1973

The crew of the SIU-manned *Falcon Princess* was praised by the U.S. Navy for conducting the first-ever, at-sea refueling of an amphibious vessel by a civilian charter tanker. The tanker pumped more than 158,000 gallons of oil to the *USS Blue Ridge* in just one hour and 10 minutes. The transfer was part of a Military Sealift Command program examining the feasibility of using civilian owned and manned vessels to support the operation of military vessels under MSC's Charger Log IV Program – a test program that helped set the stage for future civilian charter ship and military vessel cooperation.



# Final Departures



## DEEP SEA

### TOMMY ABELLO

Pensioner Tommy Abello, 94, died March 21. He joined the Seafarers in 1962 while in San Francisco. Brother Abello was born in the Philippines. The steward department member was last employed aboard the *President McKinley*. Brother Abello retired in 1986 and called Union City, Calif., home.



### JOE CLARK

Pensioner Joe Clark, 79, passed away March 17. Born in Austin, Texas, he began sailing with the union in 1998. Brother Clark first sailed on a Hudson Waterways vessel. He was a steward department member. Brother Clark most recently shipped aboard the *Liberty Star*. He went on pension in 1998. Brother Clark was a resident of Houston.



### GEORGE ELOT

Brother George Elot, 86, died March 11. He began sailing with the SIU in 1946. Brother Elot was born in Elgin, Ill. His last trip was on the *Elizabeth*. Brother Elot worked in the engine department. He started collecting his pension in 1995 and called Staten Island, N.Y., home.



### HORACE GASKILL

Pensioner Horace Gaskill, 86, passed away March 1. Brother Gaskill first donned the SIU colors in 1944. The deck department member was born in Carteret, N.C.. Brother Gaskill's final ship was the *Pittsburgh*. He became a pensioner in 1982 and lived in Sea Level, N.C.



### LINTON REYNOLDS

Pensioner Linton Reynolds, 71, died March 28. Brother Reynolds started shipping with the Seafarers in 1967 in the port of San Francisco. His first vessel was operated by ISCO Inc. His last ship was the *Over-*



*seas Marilyn*. Brother Reynolds was born in Iowa and shipped in the engine department. He went on pension in 2007 and settled in Dayton, Texas.

### MARK TURNER

Brother Mark Turner, 47, passed away March 2. Born in Houston, he began sailing with the union in 2008. Brother Turner first sailed aboard the *USNS Effective*. He was a deck department member. Brother Turner most recently shipped on the *Resolve*. He was a resident of Missouri City, Texas.

## INLAND

### DORRIS MALEAR

Pensioner Dorris "Bud" Malear, 89, died March 21. He signed on with the SIU in 1974 while in St. Louis. Brother Malear's earliest trip was with National Marine Service. He last worked aboard an Orgulf Transport Company vessel. Brother Malear was a member of both the steward and deck departments. He became a pensioner in 1988. Brother Malear was a Missouri native but called Granite City, Ill., home.

### FRANCIS VAUGHN

Pensioner Francis Vaughn, 85, passed away March 9. He started sailing with the union in 1967. Brother Vaughn initially sailed on the *Tam Guilden*. He was born in Cromona, Ky. Brother Vaughn was a member of the engine department. His last trip was with G&H Towing. Brother Vaughn retired in 1992 and made his home in Lufkin, Texas.



## GREAT LAKES

### LEWIS DIEHL

Pensioner Lewis Diehl, 78, died March 12. Brother Diehl was a Lookout, W.Va., native. He joined the SIU in 1954 in Fort Lauderdale, Fla. The deck department member's final trip was aboard the *H Lee White*. Brother Diehl began receiving his pension in 1993. He called New Matamoras, Ohio, home.

### LEO DROUIN

Pensioner Leo Drouin, 93, passed away March 9. He began sailing with the union in 1960. Brother Drouin was born in Ontario, Canada. He was a member of the engine department. Brother Drouin's last ship was the *St. Clair*. He went on pension in 1984. Brother Drouin settled in Toledo, Ohio.

*Editor's note: The following brothers and sister, all former*

*members of the National Maritime Union (NMU), have passed away.*

### ROBERT ALBERT

Pensioner Robert Albert, 84, died Feb. 26. Brother Albert was born in Camden, Ala. He became a pensioner in 1967 and called Land O'Lakes, Fla., home.

### HARRIS ALLEYNE

Pensioner Harris Alleyne, 83, passed away Feb. 10. Brother Alleyne, a native of Barbados, began collecting his pension in 1985. He resided in Los Angeles.

### EDGAR BEARD

Pensioner Edgar Beard, 91, died Feb. 15. Brother Beard went on pension in 1986. He lived in Oklahoma.

### JAMES BENNETT

Pensioner James Bennett, 86, passed away Feb. 26. Brother Bennett was born in Providence, R.I. He retired in 1994 and was a resident of Corpus Christi, Texas.

### JOHN BROOKS

Pensioner John Brooks, 84, died Feb. 17. Born in Newnan, Ga., Brother Brooks became a pensioner in 1995. He called New Orleans home.

### PERCY BROUSSARD

Pensioner Percy Broussard, 87, passed away Feb. 8. Brother Broussard was born in Big Lake, La. He retired in 1968 and resided in New Sarpy, La.

### ROBERT CALLIS

Pensioner Robert Callis, 90, died Feb. 15. Brother Callis was a Virginia native. He started receiving his retirement pay in 1972. Brother Callis made his home in Hudgins, Va.

### RICHARD CARVALHO

Pensioner Richard Carvalho, 68, passed away Feb. 18. Brother Carvalho was a native of New Bedford, Mass. He began receiving his pension in 2010. Brother Carvalho lived in Massachusetts.

### TAN CHANG

Pensioner Tan Chang, 91, died Feb. 7. Brother Chang, a native of China, started collecting his retirement compensation in 1984. He lived in New York.

### JOSE COBO

Pensioner Jose Cobo, 92, passed away March 17. The Texas-born mariner became a pensioner in 1986. Brother Cobo settled in Spain.

### RAUL CRUZ

Pensioner Raul Cruz, 86, died March 10. Brother Cruz, a Puerto Rico native, went on pension in 1982. He called Peris, Calif., home.

### HARRY DAVIS

Pensioner Harry Davis, 84, passed away Feb. 11. Born in Pensacola, Fla., Brother Davis started receiving his retirement compensation in 1974. He continued to live in Florida.

### GERALD DURSSÉ

Pensioner Gerald Dursse, 78, died Feb. 16. Brother Dursse was born in South Carolina. He began collecting compensation for his retirement in 2001. Brother Dursse made his home in Charleston, S.C.

### BARBARA HURST

Pensioner Barbara Hurst, 70, passed away March 16. Born in Atlanta, Texas, Sister Hurst started receiving her pension in 1997. She lived in Houston.

### GEORGE HUDDLESTON

Pensioner George Huddleston, 72, died March 24. Brother Huddleston, a native of San Pedro, Calif., began collecting his pension in 2004. He made his home in Vashon Island, Wash.

### EDDIE JENKINS

Pensioner Eddie Jenkins, 83, passed away Feb. 13. Brother Jenkins was born in New Orleans. He went on pension in 1985. Brother Jenkins made his home in Louisiana.

### THEODORE KACZYNSKI

Pensioner Theodore Kaczynski, 83, died March 13. Brother Kaczynski was born in New York. He became a pensioner in 2001 and settled in Spring Hill, Fla.

### FELIX LOVATO

Pensioner Felix Lovato, 91, passed away Feb. 1. Brother Lovato was a native of New Mexico. He retired in 1977 and continued to reside in New Mexico.

### WOODROW NELSON

Pensioner Woodrow Nelson, 95, died Feb. 4. Brother Nelson was born in Rosenberg, Texas. He went on pension in 1980 and was a resident of Livingston, Texas.

### HAROLD QUARLES

Pensioner Harold Quarles, 86, passed away March 4. Born in New York, Brother Quarles started receiving his retirement pay in 1968. He called East Or-

ange City, N.J., home.

### RALPH RASH

Pensioner Ralph Rash, 85, died Feb. 7. Brother Rash, a native of Dalhart, Texas, became a pensioner in 1982. He lived in Wells, Texas.

### SAMUEL REYNOLDS

Pensioner Samuel Reynolds, 77, passed away March 21. Brother Reynolds was born in Virginia. He began collecting his pension in 2001 and made his home in Norfolk, Va.

### PHILLIP RICCI

Pensioner Phillip Ricci, 86, died March 7. Born in Tiffin, Ohio, Brother Ricci went on pension in 1986. He settled in Lake Panasoffkee, Fla.

### FRANKLIN SESENTON

Pensioner Franklin Sesenton, 70, passed away Feb. 2. Brother Sesenton was a native of Mayaguez, P.R. He began collecting compensation for his retirement in 1999. Brother Sesenton continued to reside in Puerto Rico.

### EUGENE SMITH

Pensioner Eugene Smith, 85, died Feb. 10. Brother Smith, a native of Alabama, started receiving his pension in 1996. He was a resident of Mobile, Ala.

### LOUIA THOMAS

Pensioner Louia Thomas, 77, passed away Jan. 21. Born in High Springs, Fla., Brother Thomas became a pensioner in 1997. He continued to make his home in Florida.

### ANSEL WILSON

Pensioner Ansel Wilson, 87, died Feb. 14. Brother Wilson was born in Kansas. He went on pension in 1968 and lived in Andalusia, Ala.

### LONEY WILSON

Pensioner Loney Wilson, 69, passed away Feb. 21. Brother Wilson was a native of Holly Grove, Ark. He started receiving his retirement pay in 1998 and called Memphis, Tenn., home.

Name	Age	DOD
Bailey, Hubert	92	Dec. 24
Esquibel, Fernando	74	Feb. 8
Futrell, Walter	90	Feb. 27
Garcia, Rubildo	76	Jan. 25
Hanes, Rolf	89	Dec. 23
Hernandez, Roberto	74	Feb. 2
Lozada, Victor	94	Dec. 29
Mo, Tung	96	Dec. 25
Norman, Raymond	85	Feb. 28
Robinson, Horace	84	Feb. 23
Rodriguez, Miguel	81	Dec. 6
Zumwalt, Clarence	86	March 18

# Digest of Shipboard Union Meetings

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

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

**SAM LAUD** (American Steamship Company), June 13 – Chairman **Amin A. Quraish**, Secretary **Joel E. Markle**, Educational Director **Timothy Orban**. Chairman reported a smooth voyage. He also informed members that new mariners would be coming aboard. Crew was asked to take the time to show them the ropes. Secretary asked crew to keep doors closed so AC will not have to work so hard. No beefs or disputed OT reported. Some crew members were unhappy about current smoking policy. Next port: Cleveland.

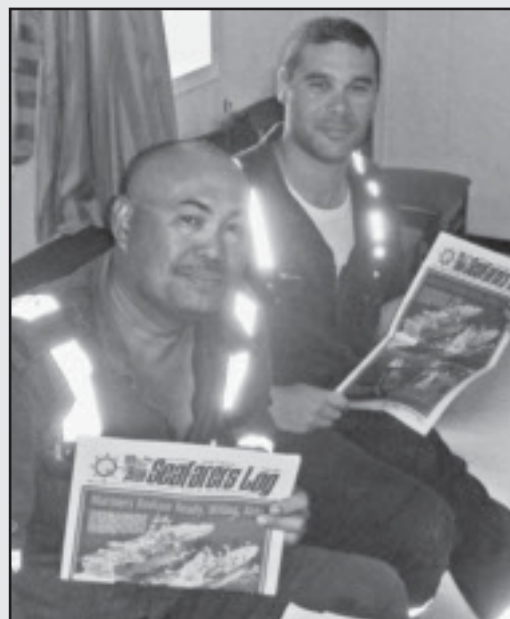
**CAPE INTREPID** (Crowley), July 30 – Chairman **Lbj B. Tanoa**, Secretary **Michael F. Meany**, Educational Director **Phillip L. Greenwell**, Deck Delegate **Marcus J. Hugee**, Steward Delegate **Talama Moega**. Bosun expressed his gratitude to FOS crew. He thanked the steward department for good food and deck department for keeping outside of ship clean. Educational director urged all mariners to keep necessary documents current and enhance skills at Piney Point school. No beefs or disputed OT reported. Recommendation was made to increase retirement benefits.

**CHARLESTON EXPRESS** (Crowley), July 21 – Chairman **Michael J. Proveaux**, Secretary **Obencio M. Espinoza**, Educational Director **Terry T. Smith**, Deck Delegate **Edmond Francois**, Engine Delegate **Jerome Dooms**, Steward Delegate **Johnny Sawyer**. Chairman went over ship's itinerary and announced payoff on July 30 in Houston. Secretary asked crew to leave cabins clean and supplied with fresh linen for reliefs. Educational director reminded fellow members to keep an eye on document expiration dates, allow plenty of time for renewals and contribute to SPAD. Everyone was also encouraged to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Suggestion was made to have chairs for watchstanders. Clarification was requested regarding new VPDS (Vessel Personnel with Designated Security Duties) guidelines. Steward department was thanked for a job well done. Next port: Houston.

**MAERSK ATLANTA** (Maersk Line, Limited), July 17 – Chairman **Thomas P. Flanagan**, Secretary **Lauren J. Oram**, Educational Director **Paul M. Titus**, Deck Delegate **Carey Hatch**, Engine Delegate **Steven Shaffer**, Steward Delegate **James Kingsley**. Chairman stated payoff to take place in Newark, N.J., on July 19. Mariners were reminded to clean rooms for next crew members. Secretary noted linens will be left for reliefs. Educational director suggested mariners upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He also talked about the importance of staying current in the industry.

## Maersk Peary Calls on Honolulu

These recent photos of Seafarers aboard Maersk Line, Limited's *Maersk Peary* were taken in Honolulu.



Bosun Ruben Datu, AB Ian Harding



GSTU Raul Ventanilla



AB Ian Harding, Safety Director Warren Asp



Chief Steward Eric Clotter



Chief Cook Robert Borro

No beefs or disputed OT reported. It was reported that water fountain on C deck was not working. Members requested fans for their rooms. Next port: Newark.

**MAERSK CAROLINA** (Maersk Line, Limited), July 14 – Chairman **Ion Irimia**, Secretary **Alexander Banky III**, Educational Director **Kevin Cooper**, Deck Delegate **Robert Bakeman**. Chairman urged Seafarers to stay healthy, work safely and do the best job they can. Secretary reported no lost-time injuries for 3,291 days and thanked crew for another safe voyage. He reminded mariners of the importance of contributing to SPAD, citing the recent Food for Peace battle as an example. Treasurer reported \$2,500 in safety crew fund; money to be used for satellite TV system. No beefs or disputed OT reported. Motion was made to require new union representatives to have a minimum of three years' sea time before they are eligible. Crew thanked steward department for great meals and Fourth of July cookout. Suggestions were made regarding vacation, pension and

medical benefits. Next ports: Newark, N.J., Charleston, S.C., Savannah, Ga., Houston and Mobile, Ala.

**MAERSK MISSOURI** (Maersk Line, Limited), July 21 – Chairman **Oliver M. Balico**, Secretary **Glenn C. Bammann**, Educational Director **Jerome D. Culbreth**, Deck Delegate **Juan Gomez, Jr.**, Engine Delegate **Roger A. Nesbeth**, Steward Delegate **Brian T. McEleneny**. Chairman reported smooth trip and good crew. Clarification requested on days' pay in lieu of days-off requirement. Secretary asked crew to leave rooms neat for reliefs. Educational director recommended members further training at the Piney Point school and keep documents current. No beefs or disputed OT reported. Vote of thanks to steward department for a job well done. Next ports: Elizabeth, N.J., Charleston, S.C., Savannah, Ga., Houston and Mobile, Ala.

**MAERSK PEARY** (Maersk Line, Limited), July 17 – Chairman **Ruben V. Datu**, Secretary **Tony Spain**, Educational Director

**Virgilio Demegill**, Deck Delegate **Fortunato Ranario**, Engine Delegate **Nicholas Gattuso**, Steward Delegate **Calvin Williams**. Chairman discussed ship's schedule and talked about new Crowley tankers that have been ordered. No beefs or disputed OT reported. Crew would like direct deposit of vacation checks. It was noted that new fans have been received but some plugs need to be replaced.

**HORIZON ANCHORAGE** (Horizon Lines), August 4 – Chairman **Christopher K. Pompel**, Secretary **Scott A. Opsahl**, Educational Director **William C. Mogg**, Steward Delegate **Louie Aceridano**. Bosun went over itinerary and talked about recent changes in MTD. Secretary posted information of security awareness training and who to contact in the mess hall. Educational director stated it's not getting any easier to get a job; he stressed the importance of upgrading to stay competitive. No beefs or disputed OT reported. Suggestion was made to return to rotary shipping with 75-day jobs. Crew would also like more

coverage for dental benefits. Next port: Tacoma, Wash.

**HORIZON KODIAK** (Horizon Lines), August 11 – Chairman **Garry D. Walker**, Secretary **Lovie L. Perez**, Educational Director **Christopher L. Earhart**, Deck Delegate **Mark Pesola**, Engine Delegate **Ralph D. Thomas**. Chairman informed crew members that new dryer for crew laundry should arrive in Tacoma on August 14 along with the satellite dome. He urged members to keep dues up-to-date and donate to SPAD, the union's voluntary political action fund. Orange metal can was put in garbage room to dispose of used batteries. Secretary advised members to check out [www.seafarers.org](http://www.seafarers.org) to see current dues, medical eligibility and sea time. Educational director reminded fellow members to keep an eye on document expiration dates, allow plenty of time for renewals, and also head to Piney Point to upgrade. No beefs or disputed OT reported. Request was made for a new toaster in crew mess room. Next ports: Tacoma, Wash., Anchorage, Alaska and Kodiak, Alaska.

# Waterfront Park Takes Shape, Shows Appeal of Donating Bricks

The waterfront renovation project at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., is taking shape and showing why it's a great location for Seafarers and their loved ones to commemorate individuals, groups and organizations through the school's brick donation program.

Lining the waterfront park and its distinctive lighthouse are a collection of bricks that – with a donation – can be engraved with text and graphics designed to honor both groups and individuals. The waterfront park's scenic addition to the campus ensures those being honored will have a permanent and fitting place of remembrance within the maritime community.

The donation of a brick also comes with an entry in the program's name-the-park contest, offering donors yet another chance to leave their mark.

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

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

ubricks@seafarers.org. Please include your contact information.

While proceeds from brick donations will be used to help offset some of the costs of the overall restoration (a multi-million dollar endeavor), the program's larger aim is to beautify PHC's waterfront area while giving people an opportunity to share memories and honor others in a lasting way. For instance, an engraved brick may be for a particular lifeboat class, an instructor, or a crew that performed a heroic rescue. Brick donors may want to honor the memory of a departed loved one, or some other person who helped them along the way. Or, they may want to salute a company or an individual that's made a difference for the U.S. Merchant Marine. The possibilities are almost limitless, and the engravings do not have to be related to the school.

Everyone is encouraged to join in and support this worthwhile project. Questions as well as name-the-park submissions may be emailed to [SIUBricks@seafarers.org](mailto:SIUBricks@seafarers.org).



These recent photos show the waterfront park at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. With a donation, Seafarers and their loved ones can have a brick along the walkway engraved to commemorate a group, organization or individual.



## Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

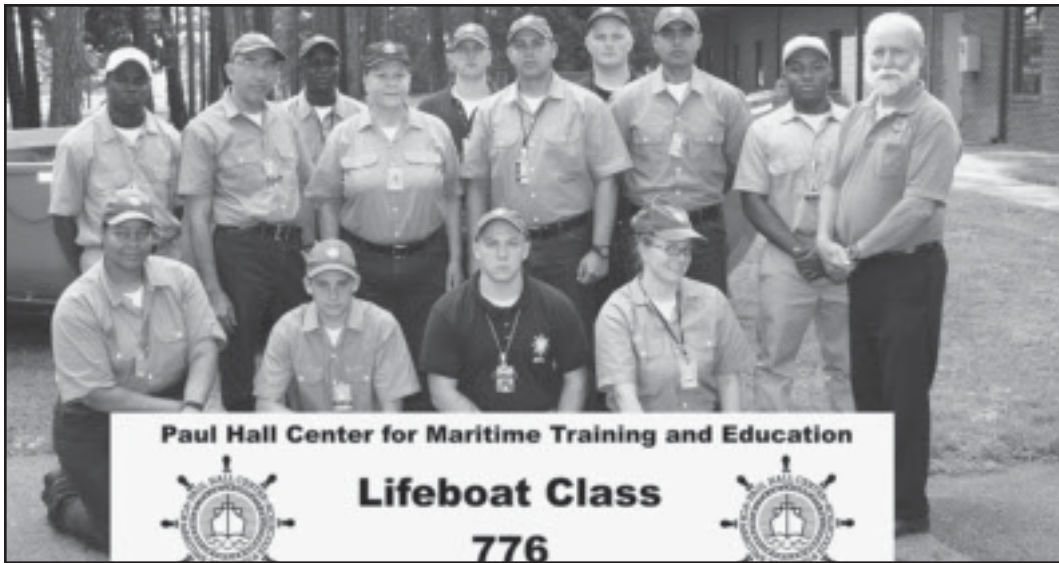
**SEAFARERS POLITICAL ACTIVITY DONATION (SPAD).** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant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

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

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



# Paul Hall Center Classes



**Apprentice Water Survival Class #776** – Thirteen Phase 1 trainees completed this course Aug. 30. Those graduating (above, in alphabetical order) were: Travis Abbott, Carlos Arzuaga Flores, Nicole Donald, Tomaszewska Grazyna, Abdoe Rahman Jobe, Tyler Jones, Imran Khan, Lauren LaFond, Jean-Paul Lozada, Robert Mack II, David Myrick, Martin O'Brien and John Thompson. Class Instructor Ben Cusic is at the far right.



**Welding** – Five upgraders finished their requirements in this course Aug. 16. Graduating (above, in alphabetical order) were: Davis Freitas, Jason Horn, Ryan Taylor, Erric White and Davis Whitley. Buzzy Andrews, their instructor, is third from the left.



**Basic Auxiliary Plant Operations** – Fifteen Phase I and Phase III apprentices graduated from this course Aug. 16. Completing their requirements (above, in alphabetical order) were: Kasim Ahmed, Alvin Cabahit, Sean Foote, Jacob Gaskill, John Greggs, Jon Mahannah, Whalen Martin, Raymond Martinez, Nicholas Panagakos, James Rodweller, Chase Smith, Mario Standberry, Nicole Stephenson, Brandon Thornton and Christopher Van Hoose. John Wiegman, their instructor, is at the far left.



**Basic Auxiliary Plant Operations** – Six upgraders completed the enhancement of their skills in this course Aug. 16. Graduating (above, in alphabetical order) were: Kyle Bennett, Justin Bing, Melchor Lapac Jr., Mohammed Sarshetdar, Lamont Stewart II and Florencio Tinguan. Class Instructor John Wiegman is at the far left.



**Fast Rescue Boat** – The following upgraders (above, in alphabetical order) graduated from this course Aug. 9: Michael Cousin, James Kayser, Ryan Lindsoe, William Smith and John Sorsdal. Class instructor Tom Truitt is at the left.



**Water Survival Class #776** – Three upgraders finished this course Aug. 30. Those graduating (above, in alphabetical order) were: Samuel Javier, Julian Lina and Brian Wilder.



**ARPA** – Three individuals completed the enhancement of their skills in this course Aug. 16. Finishing their requirements (above, from left) were: James Luttrell and Efren Pahinag. Timothy Hess (not pictured) also finished the class.



**Tankship Familiarization DL** – Nineteen Seafarers graduated from this course Aug. 9. Finishing their requirements (above, in alphabetical order) were: Maximo Aguirah, Carlton Banks, Mario Batiz, Michael Blue, Gregorio Cudal, Ely Desingano, Walden Galacgac, Dominador Hugo Jr., Samuel Javier, Kevin Kelly, Ronald Lukacs, Edgar Parong, Arturo Reyes, Jonathan Rivera-Rodriguez, Reinaldo Roman, Jacob Teiko, Andrzej Tlalka, Mario Torrey and Pio Vili. Jim Shaffer, the class instructor, is standing at the left in the back row.



**Designated Duty Engineer** – Two upgraders graduated from this course Aug. 9. Successfully enhancing their skills were Jeffrey Roddy (above left) and Bryan Fletcher (center). Their instructor, Jay Henderson, is at right.

# Paul Hall Center Classes



**Government Vessels-** Seven individuals completed the enrichment of their skills in this course Aug. 9. Graduating (above, in alphabetical order) were: Dawa Anastacio, George Arcenal, Edgar Castillo, Brian Robison, George Steube, Jesselo Unabia and Thomas Weber.



**Combined Basic and Advanced Firefighting** – The following individuals (above, in alphabetical order) graduated from this course Aug. 23: Richard Abshire, Ahmed Ali, Edgardo Barrios, Davis Freitas, Raymond Henderson, Charlie Herrera, William Horton, Mark Merenda, Shawana Mills, Efen Pahinag, Kareem Walters, Philandar Walton and Eeric White. Class Instructors Wayne Johnson Sr., and Wayne Johnson Jr., are at the far left and far right, respectively.



**Medical Care Provider** – Ten Seafarers improved their skills by completing this course Aug. 30. Graduating (above, in alphabetical order) were: Omar Aswad, Joven Deocampo, Thomas Jones, Efen Pahinag, George Pobee, Leonard Renaud, Coda Russell, Carlos Sanchez, Wiliam Sculley III and Eeric White. Their instructor, Wayne Johnson Jr., is at the far right.



**BST Renewal** – Four individuals finished their requirements in this course Aug. 23. Those graduating (above, in alphabetical order) were: Bob Borchester, Joven Deocampo, Cory Mulligan and William Sculley. Class Instructor Joe Zienda is at the left.



**BST (SIU)** – The following Seafarers (above, in alphabetical order) boosted their skills when they graduated from this course Aug. 16: Dimitri Baker, Joel Bell, Robert Borro, William Dukes, Bernardino Eda, Leoncio Gadingan, Frederick Gathers, Charles Hill, Jeffrey Idalski, Derek Ivory, Younis Kaid, Eduardo Meregillano, Ma Marilyn Nance, Neal Nelson, Mitch Oakley, Cary Pratts, Jonamie Rivera Encarnacion, Johnny Rodriguez, Deocadio Romney, Marcus Rowe and Wayne Yearbain. Wayne Johnson Sr., their instructor, is at the far right.



**BST (SIU)** – Seventeen Seafarers augmented their skills by completing their requirements in this course Aug. 16. Those graduating (above, in alphabetical order) were: Martin Allred, Emery Batiste, Mario Batiz, Tim Daniel, Ely Desingano, Evan Flynn, Larry Genetiano, Johnny Godwin, DeCarlo Harris, Derrick Lott, Mark Merenda, Mohamed Nour, Reinaldo Roman, Thessolonian Smith, Andrzej Tlalka, Pio Vili and Adele Williams. Class Instructor Wayne Johnson Sr. is at the far right. (Note: Not all are pictured.)



**BST (Crowley)** – Twenty four individuals from union-contracted Crowley Maritime completed this course Aug. 21. Graduating (above, in alphabetical order) were: Dominic Bailey, Andrew Berthelson, Shane Cawley, Eric Dobbin, Patrick Farrell, George Fleischfresser, Cory Gardiner, Angelo Golden, Karen Gossett, Kenneth Grayson II, Ronel Guerzon, David Hall, Paul Kalmeta, Tim LeClair, Kenneth McLamb, Mark Miles, Marc Normandin, Calvin Patterson, Tyler Percy, Ricky Reid, Jack Rupert, William Stubbs, Robert Taylor and Brian Towers. Class Instructor Mike Roberts is at the far left.



**Chief Steward** – Three steward members recently finished their requirements in this course. Upgrading their skills and graduating (above, from left to right) were: Strode Call, Dariusz Czepezyński, and Saeed Alahmadi.



**Chief Steward** – Three Seafarers recently completed the enhancement of their skills in the course. Those graduating (above, from left to right) were: Thessolonian Smith, Jessica Crockett and Larry Genetiano.

# SIU-Crewed Crowley Tug Serves as Platform For Rep. Hunter's Firsthand Look at Industry

One of the U.S. Merchant Marine's most outspoken supporters took a firsthand look at part of the maritime industry Sept. 6 in Los Angeles.

U.S. Rep. Duncan Hunter (R-Calif.), chairman of the House Subcommittee on Coast Guard and Maritime Transportation, rode the SIU-crewed Crowley tug *Admiral* shortly after addressing the Maritime

Trades Department, AFL-CIO convention (see story, page 10). He was given a warm sendoff at the dock by Crowley Maritime CEO/Chairman Tom Crowley Jr., and enthusiastically interacted with the SIU crew throughout the voyage around the harbor.

The photos on this page were taken while Rep. Hunter was aboard the tug



The SIU crew consisted of (from left) AB Alejandro Esparza, Chief Engineer Craig Perry, Capt. Chad MacAulay and Chief Mate Nick Dueul.



Crowley Maritime CEO/Chairman Tom Crowley Jr. (left) and U.S. Rep. Duncan Hunter (R-Calif.) are pictured aboard the *Admiral*.



Rep. Hunter (left) takes a quick turn at the helm as Chief Mate Nick Dueul and others look on.



SIU VP West Coast Nick Marrone (center) is flanked by Crowley Labor Relations Director Lee Egland (right) and USA Maritime Chairman Jim Henry before boarding the tug.



AB Alejandro Esparza



AB Alejandro Esparza, SIU Port Agent Jeff Turkus



Chief Engineer Craig Perry