

The

Seafarers Log

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American Phoenix Lands in SIU Fleet

Seafarers Sail Aboard New Jones Act Tanker



The double-hulled tanker *American Phoenix* (above, in Mobile, Ala.) is a recent addition to the SIU-contracted fleet. The first SIU crew members aboard the Jones Act vessel included (group photo, first row, from left) AB Daniel Laitinen, OMU Laura Hollar, AB Luis Garcia, OMU John Cacella, (back) AB Wilmer Herrera, AB Victor Chevalier, Bosun Samuel Duah, AB Edward Gavagan, OMU Moriah Collier and QMED Kelly Mayo. Page 3.

Union Backs Workers Stand for America Rally

Dozens of SIU members, officials, and apprentices from the Paul Hall Center were among the approximately 40,000 people who gathered in Philadelphia Aug. 11 for a peaceful but powerful demonstration promoting America's working families. Part of the SIU contingent is pictured below. Pages 12-13.



SIU Gains Jobs Aboard MSC's USNS Wheeler

The *USNS Wheeler* (above) and its support ship, the *Fast Tempo*, recently were added to the SIU-crewed fleet as InterOcean American Shipping won the government bid to operate the vessels. Page 3.

President's Report

What it Means to be Union

When it comes to the general public's perception of the labor movement, one of the most accurate – and most sobering – descriptions I've read said that we're living in a period of "historical amnesia." That phrase was used in an opinion piece by a history professor who went on to remind readers about organized labor's hard-won benefits that lift all workers, not just union members, and about why our nation needs a viable labor movement.

Within our own ranks, it's no secret that we need to do a better job of telling our story to fellow citizens and to the politicians whose decisions affect our livelihoods. In many ways I'm reminded of a long-time lament in the maritime industry: Why don't more people know about us? But while we readily acknowledge that we have to do more to spread the word about workers' rights, it doesn't help when governors unfairly attack collective bargaining, or when employers routinely get away with breaking the law in representation elections, or when blowhards in certain segments of the media and even in Congress try to blame working people for the damage done by Wall Street and corporate CEOs.

That's not to say we never hit the mark in setting the record straight. One of the times we really made an impact was with our "from the people who brought you the weekend" ad campaign. It's more than a clever saying – it's an accurate reflection of the fair treatment we fight for every day.

There has also been a potential silver lining to state-level attacks on collective bargaining that have taken place in recent years. The public debates that are happening on the heels of those attacks have helped educate people about why collective bargaining exists, how it benefits union and unrepresented workers alike, and how communities with a strong union workforce enjoy greater productivity and higher living standards. In any poll that doesn't come from Fox News, a solid majority of Americans now say that everyone should have the right to join a union and bargain for a better life.

We have to capitalize on those feelings by explaining what it means to be a union member. And this effort isn't limited to op-eds or TV advertising or marketing campaigns. It starts with each rank-and-file member, and on that note I encourage all Seafarers to take every opportunity to talk to your friends and neighbors about what we stand for. I'm not asking you to buy radio ads, but when the chances present themselves in general conversations, social settings, community activities – wherever – stand up for your union and your movement.

We have a lot to be proud of, in the SIU specifically and in the union movement as a whole. We stand for freedom and democracy and the American Dream. We stand for rewarding an honest day's work with an honest day's pay. We want our contracted companies to succeed – and we want to ensure that everyone who helps generate that success is rewarded, not just in the executive board room but also on the factory floor. As we've shown in our union, we also are willing to sacrifice in order to help our companies through tough times.

Brothers and sisters, we have a lot to offer, and our nation as a whole has a lot to gain if we're successful in spreading the word about what it really means to say, "Union Yes!" We can start right now, by making sure we're registered to vote on Election Day, by supporting pro-worker candidates, helping get out the vote, and then holding the winners accountable for all the promises they made.

It may sound tiresome to say our future is at stake, but if we don't succeed, that historical amnesia will worsen, and the resulting conditions will undo decades and decades of workers' rights that literally were secured with blood, sweat and tears. Please keep that in mind with Election Day on the horizon, and don't be afraid to speak up – politely but firmly – the next time you hear or read attacks on our way of life. Because ultimately, what we stand for is fairness, decency, solidarity and productivity for all working people and their families. Those things are worth defending, at sea and ashore.



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Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Assistant Editor, *Brian Ahern*; Photographer, *Harry Gieske*; Administrative Support, *Misty Dobry*.

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

CMPI 610 Negotiations Conclude

Unions, MSC Await SECNAV Approval; Instruction Roll-Out Planned

This article is part of a series describing the Civilian Marine Personnel Instruction (CMPI) 610 negotiations covering the hours of work and premium pay Instruction for CIVMARS working aboard Military Sealift Command (MSC) vessels. As noted previously, this Instruction does not impact CIVMAR base wages. The Instruction covers only what CIVMARS earn when working during overtime, premium and penalty time aboard MSC vessels.

The SIU and MSC recently completed negotiations over CMPI 610. The completion of negotiations marks the culmination of a roughly 24-month process in which the two parties engaged in a series of negotiating sessions using the interest-based bargaining (IBB) method. Also participating in these negotiations were unlicensed CIVMARS who served as subject matter experts. CIVMARS attended negotiations in person and also participated in the talks via conference call and written surveys. CIVMAR comments and suggestions throughout the negotiation process were extremely helpful, bringing the most up-to-date shipboard experience to the attention of the negotiators, and their comments helped to frame the new work rules.

Concurrent negotiations between MSC, the Marine Engineers' Beneficial Association (MEBA) and the International Organization of Masters, Mates & Pilots (MM&P), the unions representing the agency's licensed CIVMARS, also have concluded.

MSC Commander Rear Admiral Mark Buzby delivered the completed Instruction to the Office of Civilian Human Resources (OCHR) who must review and approve the document for the Secretary of the Navy. The parties hope for a swift approval process in order to meet an October implementation date.

As the negotiations concluded, the parties conducted a thorough financial analysis to ensure, as accurately as possible, that the financial negotiation goals noted below would be met. Much earlier, at the start of negotiations, the parties adopted detailed ground rules and goals to guide them through the difficult and complicated bargaining and implementation process.

Additionally, as this is the first time in a quarter century that the entire Instruction has been revised, certain protections were agreed to and will go into effect as the Instruction is implemented. Both of these topics are discussed in greater detail below.

Negotiation Goals

The goals of the negotiations were to:

1. Ensure that CIVMARS would be fairly compensated by the new work rules;
2. Ensure that the changes would be cost-neutral for MSC. This means that MSC would not have to pay much more money to implement the rule changes or save significant amounts of money by cutting pay through work rule changes;
3. Develop work rules that would be applied fairly and consistently on every vessel;
4. Streamline the Instruction, to delete repetitive, confusing and inconsistent language that was found throughout the previous Instruction.
5. Develop work rules covering unlicensed CIVMARS which could be applied whenever possible to both coasts; and
6. Develop a document that is easy to read and allows CIVMARS to find the information they are looking for quickly and efficiently.

Program Protections

The protections built into the implementation of the new CMPI 610 include reviewing CIVMAR feedback and other shipboard documents as well as evaluating payrolls in a timely manner to ensure that CIVMAR wages have not been impacted significantly – in a negative or positive way, or in a way that was not anticipated by the parties. The SIU and MSC have also agreed to meet yearly to review the financial impact of the rules for the next five years.

As in the previous CMPI 610 there is a mechanism to dispute or grieve a situation where a CIVMAR believes he or she has not been paid accurately for the overtime or premium pay work performed.

There will also be a process to advise the union and the agency if a CIVMAR believes that a specific work rule has resulted in significant pay loss. Once this is brought to the attention of the union and MSC, the parties will reconvene to determine whether the new rule creating the impact needs to be revised.

The new rules will have to be implemented for several months before CIVMARS, the SIU and MSC will be able to determine whether there is a significant impact one way or the other. This is be-

cause premium pay varies from vessel to vessel. Additionally, while a few of the old rules which have been eliminated may diminish pay under certain circumstances, this change may be offset by new rules which will now provide pay to CIVMARS for previously uncompensated work. CIVMAR comments and financial data will help the parties with this evaluation.

Layout and Organization of New CMPI 610

While the new CMPI 610 still contains a majority of the rules in the old Instruction, overall the newly negotiated Instruction is noticeably shorter. CIVMARS will find that the language is much more concise compared to the previous Instruction.

The new CMPI 610 is user-friendly and logically organized. It is designed to enable the reader to quickly and definitively answer practically any question regarding a CIVMAR's hours of work and premium pay.

The new CMPI 610 is also organized in a way that is entirely different from the previous Instruction. The new CMPI 610 is now organized by type of work or work event rather than by department and sailing coast. While it may take some time for CIVMARS to adjust to the new format, the document itself is more cohesive and understandable.

For example, one major section deals with premium pay associated with moving cargo. This section covers scenarios when any CIVMAR, regardless of department, handles or moves any type of item deemed to be cargo. In the previous document, pay provisions regarding cargo were located in several different sections. This required a review of multiple pages and referring to several sections to analyze the cargo work rules.

Many CIVMARS advised negotiators that the language could be confusing and contradictory. In response to those concerns, negotiators included all language pertaining to a specific rule or evolution of work into a specific section. The document now contains a detailed, cross-referenced index which will help CIVMARS quickly locate any CMPI 610-related information they need.

CMPI 610 Roll-Out and Training

While negotiations are complete, work must be done to ensure a successful implementation period. As with any new program, there will be many questions. It is expected that full implementation of the Instruction will commence on Oct. 7, 2012 at which time the new provisions will take effect. While the parties wait for final approval, the SIU and MSC have begun planning the roll-out training sessions and writing the educational materials for the new Instruction.

Some CMPI 610 negotiators will be visiting ships and the East and West Coast CIVMAR Support Units (CSUs) to educate the fleet about the changes and to answer questions. The parties are in the process of producing a DVD which explains the changes and highlights the important aspects of the new CMPI. These DVDs will be made available to all vessels and each CSU.

Each CIVMAR will have available on a CD and the ship's LAN, a copy of the new Instruction and a user guide. The negotiators have also prepared a document which provides a side-by-side comparison of the new and old Instructions.

Other documents describing the new Instruction will also be available, including a "frequently asked questions" document which will be updated as the Instruction is implemented to include the questions which arrive from the fleet. The SIU will continue to publish articles in the *LOG* to keep MSC CIVMARS updated on the progress of the CMPI 610 implementation.

With the help of unlicensed CIVMARS, this Instruction was negotiated by the SIU with all CIVMARS in mind. In these talks, all participants were on equal footing. Negotiations were transparent and hard-fought. The IBB process required negotiators to reach a consensus on every line and section in this Instruction.

To make implementation of the new Instruction as successful as possible, the SIU asks all CIVMARS to view the DVD and all other training materials as they become available, and be sure to contact the main e-mail address (provided in your training materials) as well as SIU representatives with questions or concerns.

Lastly, the SIU encourages each CIVMAR to read the Instruction carefully, learn its provisions and refer to it often to ensure you are paid fairly and accurately for work done during overtime, premium and penalty pay periods aboard your vessels.

American Phoenix Lands in SIU Fleet

SIU members are sailing aboard the brand new Jones Act tanker *American Phoenix*, which was christened June 28 in Mobile, Ala.

Operated by Phoenix Crew Management, LLC for Mid Ocean Tanker Company, the *American Phoenix* is an outright addition to the Seafarers-crewed fleet. The double-hulled ship is 616 feet long, 49,000 DWT and has a capacity of 339,000 barrels. With a beam of 105 feet, it's equipped to carry petroleum products, crude oil and chemicals.

According to news reports, the *American Phoenix* had been part of a three-ship order by a company that went bankrupt. It was purchased

by Mid Ocean at auction; finishing touches then were made to the *American Phoenix* at the BAE Systems shipyard in Mobile.

The state-of-the-art vessel is expected to operate in the Gulf of Mexico.

The Jones Act requires that vessels travelling between domestic ports must be crewed, built, owned and flagged American. The law helps sustain a pool of well-trained, reliable American mariners who are available to sail aboard U.S. military support ships. It also supports nearly 500,000 American jobs and contributes billions of dollars to the national economy, according to a study by PricewaterhouseCoopers.



Bosun Samuel Duah (right) and Capt. Kurt Yost are pictured aboard the vessel in Mobile, Ala.



The first galley gang aboard the new tanker consisted of (from left) Chief Cook Cesar Avila, Steward/Baker Pedro Mena and GVA Leo Battiste.



Bipartisan Bill Aims To Reverse Harmful Cuts To Cargo Preference

As reported during the July and August membership meetings, the entire industry, along with members of Congress, were blindsided by a last-minute, back-room deal in late June that used the Surface Transportation Bill to repeal longstanding cargo preference laws concerning PL-480 Food Aid cargoes. Among other harmful changes, the mandated U.S.-flag percentage of those cargoes was reduced from 75 percent to 50 percent.

The SIU, other maritime unions and allies throughout the industry have been working nonstop to reverse these unjustifiable, sneaky cuts. One result of these efforts is a recently introduced bill called the Saving Essential American Sailors Act, H.R. 6170. Abbreviated as the SEAS Act, this bill has strong bipartisan support. It was introduced by U.S. Rep. Elijah Cummings (D-Md.) and U.S. Rep. Jeff Landry (R-La.).

The bill would restore the 75-percent mandate and thereby help ensure that American food aid is transported by American workers.

Additional original co-sponsors include Democratic U.S. Representatives Nick Rahall of West Virginia, Rick Larsen of Washington, Bennie Thompson of Mississippi, Colleen Hanabusa of Hawaii, Cedric Richmond of Louisiana and Tim Bishop of New York and Republican Representatives Michael Grimm of New York and Candice Miller of Michigan.

Although there is widespread support for the heart of the SEAS Act, quick passage is far from assured, mainly because it is believed that Congress is essentially shutting down for the year. They have less than two weeks scheduled for September and then are out until after Election Day. Nevertheless, this bill is a top priority for the SIU and many others, and the union will continue fighting for its enactment.

After the Surface Transportation Bill passed, Landry said of the reductions to U.S.-flag carriage of food aid cargoes, "This is what happens when Washington rushes bills; we don't fully debate them or understand their ramifications. Section 100124 will mean that American taxpayers will be paying foreign workers while American mariners sit on the beach. I hope my colleagues from both sides of the aisle will join us in fighting for our American workers and quickly pass the SEAS Act."

Cummings said that when reductions like this one take place, "We risk leaving our economy and indeed our military dependent on foreign-flagged, foreign-owned vessels manned by non-U.S. citizens – a situation that would be intolerable."

For more information about the SEAS Act, visit the News section of the SIU website (www.seafarers.org).

SIU Crews Up USNS Wheeler

The union last month welcomed new shipboard jobs as Seafarers-contracted Inter-ocean American Shipping (IAS) took over operations and maintenance of the *USNS VADM K.R. Wheeler*, a U.S. Military Sealift Command prepositioning ship that's utilized for offshore petroleum distribution.

IAS won the government bid to operate both the *Wheeler* and its support vessel, the *Fast Tempo*. Including options, the contract would last for approximately five years.

SIU Vice President Contracts George Tricker pointed out that the *Wheeler* and

the *Fast Tempo* are outright additions to the union's fleet. As of press time, the *Wheeler* was crewing up in Pusan, South Korea.

IAS Vice President for Human Resources Bob Rogers thanked the SIU and the Seafarers-affiliated American Maritime Officers "for the support we have received ... which allowed us to be competitive in this solicitation."

Built in 2007, the *Wheeler* works as a pumping station. It is roughly 350 feet long, has a beam of 70 feet and can sail at 15 knots.



The *USNS Wheeler* and its support vessel (both pictured above) are outright additions to the SIU fleet.

Labor Dept. Credits PHC Apprentices Program as One of Best

The unlicensed apprentice program at the SIU-affiliated Paul Haul Center (PHC) for Maritime Training and Education in Piney Point, Md., has been recognized by the U.S. Labor Department as one of the best in the nation.

The school was honored as an “Innovator and Trailblazer” Aug. 1 during a Washington, D.C., summit celebrating the 75th anniversary of the signing of the National Apprenticeship Act. Presenting the award to the PHC and other top programs, Labor Secretary Hilda Solis emphasized the role apprenticeship programs play in creating a strong middle class.

“There’s a reason why industry invests \$1 billion every year in apprenticeship programs,” she said. “They improve skills. They improve wages. And they improve a company’s bottom line. When all of these things happen together, they improve our economy and our way of life.”

The PHC was founded in 1967 and has operated a DOL-registered apprenticeship program since 2003. The school is America’s largest training facility for merchant seafarers and inland waterways boatmen, and has graduated more than 3,000 entry-level mariners since 2003.

John Mason, CEO of American Service Technology Inc., who accepted the award from Solis on behalf of the Paul Hall Center, said the recognition highlights the trainee program’s positive impact on the maritime industry and the country as a whole.

“It’s an outstanding example of a labor and management partnership,” he said. “It fulfills the maritime transportation industry’s need for skilled, safe and qualified workers. The trailblazer award honors apprenticeship programs that have demonstrated an outstanding commitment to excellence.”

The Aug. 1 event also celebrated the 75th anniversary of the creation of the National Apprenticeship Act. The original measure allowed the Labor Department to enact national labor standards for apprentices. There are now more than 24,000 DOL-registered apprenticeship programs in the country.

Citing a study that showed those who complete a registered apprenticeship program earn at least \$250,000 more over their lifetimes, Solis said programs like the one at the PHC are vital to the country’s economic future and workers’ financial stability.

“Since my very first day as the secretary of labor, I’ve called apprenticeship



ASTI CEO John Mason (center) accepts an award Aug. 1 recognizing the apprenticeship program at the SIU-affiliated Paul Hall Center from Labor Secretary Hilda Solis (left) and John Ladd, head of the Labor Department’s Employment and Training Administration. (Photo courtesy DOL)

one of America’s best-kept secrets,” she said. “We’re giving hundreds of thousands of Americans industry-recognized credentials. Credentials can help workers

move up in their job – or move anywhere in America – knowing that their abilities will be recognized and their futures will be secure.”

For His Intensity, Dedication

Union Remembers Late Retired Official Ripoll

Gruff and often intense, former SIU official George Ripoll served his union much like he served his country during the Korean War – with a deep sense of duty and pride. The former soldier, Seafarer and businessman spent 37 years with the SIU, leaving a lasting impression with nearly everyone he came in contact with.



Ripoll is pictured at a Maritime Trades Department meeting in the early 1990s.

Ripoll died July 31 in Palm Coast, Fla. He was 78.

Ripoll’s time with the SIU began in 1955. He had recently completed service as an Army Ranger during the Korean War – a post that earned him several Bronze and Silver Stars – and was looking for a post-war job. After joining the SIU, Ripoll sailed on ships operated by companies like Waterman, Delta Lines and Victory Carriers, mostly in the engine and deck departments. In 1961, he came ashore to work for the SIU at the Andrew Furuseth School in New York.

Ripoll taught boxing, karate and other courses at the school – utilizing the particular set of skills he developed during his military service. He held a sixth-degree black belt in karate, was the 1961 world jujitsu champion and earned a gold medal in a 1965 international competition against the Soviet Union.

“He was one of the soldiers stuck behind enemy lines in North Korea as the troops pulled back,” said retired port agent Edd Morris, who worked closely with Ripoll. “He could be quite an inspiration. He survived challenging circumstances and defied death many times ... but, he survived to do many things for the SIU and the labor movement.”

That work grew in 1978, following Ripoll’s appointment as a headquarters representative in New York. It was in New York that current SIU Vice President Government Services Kermet Mangram first met Ripoll.

“He was responsible for my daily training. He took me to the waterfront and taught me how to be a rep and the things we were responsible for. He taught me how to protect the membership,” said Mangram, who arrived in New York in 1981. “He and his wife (Christine) opened up their home to me. He prided himself on protecting the membership. I owe that trait in myself to him.”

While in New York, Ripoll earned his GED, attended Staten Island State College and later received a bachelor’s degree from what is now known as St. John’s University.

In 1983, Ripoll moved to Jacksonville, Fla., eventually becoming an assistant vice president of the union’s government services division in 1988.

Florida was where current MTD Executive Secretary-Treasurer Daniel Duncan first met Ripoll. Duncan was beginning his SIU career as a field representative at the Jacksonville union hall and Ripoll was serving the SIU in various capacities.

“George was very strong and determined for me to learn what the Seafarers was all about,” Duncan said. “I will always appreciate him for that.”

Ripoll was well-known for his rough exterior. SIU colleagues who worked closely with him said that outer seriousness was fueled by an internal desire to better both himself and the union he so loyally served.

“He was always tough because he wanted you to learn and understand and do the best you could,” Duncan said.

While in Florida, Ripoll earned a master’s degree in accounting and served on many local civic and economic organizations. He retired from the SIU in 1991 after more than 37 years of service.

Duncan, Mangram and Morris all said they kept in touch with Ripoll throughout the years, adding they were impressed by his constant desire to better himself. He may have been an intense guy, they said, but that intensity was what made Ripoll so memorable and effective.

“There is so much to be said for and about him, it leaves me in awe,” Morris said. “I will be meditating on him for a while.”



After his sailing days, Ripoll (right) taught boxing and self-defense courses at the Furuseth School in New York in the early 1960s.

Committee Reviews Nomination Credentials For Upcoming Election

The credentials committee, composed of six rank-and-file SIU members, has reviewed all nominating credentials of SIU members seeking office in the 2012 district-wide elections in the union’s Atlantic, Gulf, Lakes and Inland Waters District/NMU.

After meeting last month and studying the nomination applications to ensure each candidate had complied with the criteria spelled out in the SIU’s constitution, the credentials committee issued its report, which will be presented to the membership for its approval at the September meetings.

Twenty-six candidates for 25 ballot positions qualified to run in the election, which takes place Nov. 1 through Dec. 31, the committee reported.

Members of the committee were elected at a special meeting conducted at headquarters-port of Piney Point on August 14, 2012. Voted to the committee by their fellow Seafarers were **Gerard Costello, Thomas Cyrus, Hazel Johnson, Robert Ott, Nelson Poe and Francis Washington Jr.** Ott was selected by the committee to serve as chairman.

During the special meeting on August 14, Seafarers had to present their union books in order to be nominated to the committee. After the voting took place, results immediately were made known.

The union constitution establishes guidelines for the credentials committee in Article XIII, Section 2. According to those rules, the committee must be elected at the port where headquarters is located (Piney Point).

The credentials committee must consist of six full-book members, including two members from each of the three shipboard departments: deck, engine and steward.

Continued on Page 7

See pages 6-7 for the full texts of the committee reports

Study Labels Collective Bargaining As Key to 'Prosperity Economics'

A new report from Yale University identifies collective bargaining and other rights associated with union representation as crucial components of rebuilding an economy that benefits America's working families.

Professor Jacob Hacker and Nathaniel Loewentheil of Yale released their paper titled "Prosperity Economics: Building an Economy for All" during a July 31 event hosted by the respected, non-partisan think tank Economic Policy Institute (EPI) in Washington, D.C. They were joined by AFL-CIO President Richard Trumka and officials from the EPI, The Leadership Conference on Civil and Human Rights, the Center for Community Change, and other civic-minded organizations.

Drawing on recent economic research, lessons from American history, and the success stories of other nations, Hacker and Loewentheil (a graduate student at Yale Law School) argue that the only path to sustainable, long-term growth is through an economy in which the benefits of growth are broadly shared. Prosperity economics depends on what they call the three pillars of prosperity: growth, security and democracy.

"To achieve an economy that works for all Americans, we must focus on innovation-led growth grounded in job creation and public investment; security for workers and their families; and an accountable, effective democracy," said Hacker. "Together, these three pillars will strengthen the middle class and drive our economy forward."

"Prosperity economics, as an integrated set of policies, offers a light at the end of the long economic tunnel of a generation of stagnant wages and financial crises," said Trumka at the briefing. "Prosperity economics means jobs, it means investment and it means growth."

The 84-page report features numerous specific recommendations for economic growth. They include "ensuring decent wages and job quality

by guaranteeing that workers have the right to form unions and to collectively bargain.... Guarantee every worker has a voice in the workplace, including a quick, fair process for workers to choose union representation and have the power to bargain collectively. Enforce stronger penalties on companies that violate labor laws."

The authors also noted, "Corporate power is not reigned in simply by empowering shareholders. Democracy also requires a counterweight to corporate power. Strong unions and community organizations are needed to ensure that workers, and the public more broadly, have an organized voice in our political process."

Other recommendations contained in the report include "investing \$250 billion per year for the next six years to rebuild our nation's crumbling roads, bridges, ports, airports and public transportation systems; restoring America's manufacturing base by ending the trade deficit and tax incentives for offshoring; providing help to states and localities to hire back teachers, first responders and other public servants; (and) freeing government from corporate interests by reinstating the firewalls between investment and banking."

The report features many additional suggested steps for "investing in people and productivity that will lead to good jobs and rising wages."

The executive director of the Center for Community Change, Deepak Bhargava, stated, "The Great Recession shows us that when an economy is built on unequal policies, everyone loses. Prosperity economics increases revenue and growth and addresses the vast inequality and plummeting living standards that failed conservative economic policies have created."

"Hacker and Loewentheil have created a serious, economically sound plan that meets the challenges facing America's working people, specifically job creation and better job qual-

ity, the key elements of an economy that works for everyone," said Lawrence Mishel, president of the EPI.

One day after the Yale study was announced, the AFL-CIO Executive Council (on which SIU President Michael Sacco serves) approved a statement that read in part: "Our history and the experience of working people around the world tells us that only when workers have the right to organize and collectively bargain do societies enjoy shared, sustainable prosperity. America desperately needs a reinvigorated middle class, and an economy where dignity and opportunity are rights shared by all and where workers are our economy's most valuable assets. But this vision will remain unfulfilled so long as the right to organize and bargain collectively remains an empty promise for most American workers. We know from our history and from the example of other countries that without strong unions, shared prosperity will remain out of reach."

"This is why Yale Professor Jacob Hacker's blueprint titled 'Prosperity Economics' is so important," the council's statement continued. "Professor Hacker has proposed a comprehensive vision for our nation's economic future—and he understands that for the vision to become reality, workers must be able to organize and bargain collectively. As Professor Hacker states, 'Restoring the middle class means reversing the disconnect between wages and productivity, which means giving workers power to collectively negotiate for better terms of employment and a larger share of the rewards of growth.' Shared prosperity requires policies that create good jobs and growth, provide families with economic security and restore democracy both in the public square and in the workplace. Shared prosperity also requires policies that promote collective bargaining as Congress recognized in the preamble to the National Labor Relations Act."

SIU Contracts Stay In Place As Maersk Acquires 3PSC

SIU-contracted Maersk Line, Limited (MLL) in early August completed its acquisition of another Seafarers-contracted company: 3PSC. For SIU members aboard the affected vessels, it is business as usual. The union's contracts remain in place and, as noted in a separate communication to the ships, the transition is expected to take place over a five-month period.

The closing took place Aug. 2 in Norfolk, Va., where MLL is headquartered. 3PSC is based in Cape Canaveral, Fla.

Under the terms of the agreement, MLL will take over 3PSC's current contract for the operation and maintenance of SIU-crewed special mission ships owned by the U.S. Navy's Military Sealift Command. Those vessels are the *USNS Pathfinder*, *USNS Sumner*, *USNS Bowditch*, *USNS Henson*, *USNS Bruce Heezen* and *USNS Mary Sears*. MLL plans to integrate 3PSC operations into its Norfolk headquarters by the end of the calendar year.

A Maersk spokesman said the acquisition "demonstrates MLL's longstanding commitment to ship operation and management services for the national defense of the United States, and solidifies MLL's position as a leading government contractor."

"Through the acquisition of 3PSC, MLL will continue its tradition of providing outstanding ship operation and maintenance services to the Military Sealift Command," said John F. Reinhart, president and CEO of MLL. "During our visits to the Cape Canaveral office, we have been impressed by the technical expertise and professionalism of the 3PSC team. We are pleased to have them join Maersk Line, Limited."

"We see a lot of promise in the vessel operation and maintenance segment," added Reinhart. "The integration of 3PSC will strengthen our team and capabilities. We look forward to competing for new opportunities, for the Military Sealift Command and other programs that support the National Defense requirements."

NOAA Ship Starts Arctic Mission



In late July, the National Oceanographic and Atmospheric Administration vessel *Fairweather* (above) began a 30-day survey mission in the Arctic. The *Fairweather's* crew includes members of the SIU Government Services Division. The ship was scheduled to check a sparsely measured, 1,500-nautical mile coastal corridor from Dutch Harbor, Alaska, north through the Bering Strait and east to the Canadian border. According to the agency, the mission aimed to cover sea lanes last measured in 1778.

AFL-CIO Asserts Federal Workers Have Shouldered Enough Sacrifice

They do jobs of vital importance for the American people, but the nation's 2.6 million federal civilian workers are being "substantially" underpaid in the name of deficit reduction, the AFL-CIO Executive Council said in a recent statement.

The SIU is an AFL-CIO affiliate, and SIU President Michael Sacco is the longest-serving current member on the federation's executive council.

Referring to the fact that federal workers earn an average of 24 percent less than their private-sector counterparts, the council said federal employees are simply forced to sacrifice too much. Federal workers are the ones who administer Social Security and Medicare benefits, enforce wage and safety standards and provide support to the military, among many other duties.

"Federal employees are substantially underpaid for this important work," the council said in a statement that was released in early August, adding the problem doesn't just apply to wages. "Their health insurance is

(also) less generous than that provided by large firms in the private sector."

While pressure to reduce the deficit has resulted in an unprecedented two-year pay freeze for federal workers, the council said many of the most successful private-sector workers have not been asked to make any sacrifices of their own.

"It is often said there must be 'shared sacrifice' to reduce the deficit, but it hardly qualifies as 'shared sacrifice' when nobody else shares in the pain," the council said. "Unlike federal employees, millionaires, billionaires, Wall Street firms and the 1 percent have not been asked to pitch in one dime."

Sacrifices by federal employees, on the other hand, have already produced \$60 billion in projected budget savings over the next 10 years. A planned 2013 pay adjustment could raise that number to more than \$100 billion.

That's particularly alarming, the council said, when it comes to what federal contractors are allowed to earn.

Credentials Approved for Candidates to 25 Union Offices

REPORT OF CREDENTIALS COMMITTEE ON CANDIDATES FOR 2012 ELECTION OF OFFICERS, 2013-2016 SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT/NMU

We, the undersigned members of the Credentials Committee, were duly elected at a Special meeting held in Headquarters-Port of Piney Point on August 14, 2012. We have examined the credentials of candidates for elective office or job in the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District/NMU for the years 2013-2016, in accordance with Article XI, Section 1, and submit the following report.

Your Committee qualified or disqualified those members who submitted for office based upon the Union Constitution, particularly those provisions contained in Articles XII and XIII. The applicable constitutional provisions are as follows:

ARTICLE XII, Qualifications for Officers, Assistant Vice-Presidents, Port Agents, and Other Elective Jobs

Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Assistant Vice-President, or Port Agent provided:

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days; and

(d) He is a citizen of the United States of America; and

(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund, to which Fund this Union is a party or from a company under contract with this Union; unless such individual commenced receiving a pension benefit from any such fund by virtue of having reached the age of 70½.

(f) He has not sailed in a licensed capacity aboard an American flag merchant vessel or vessels within twenty four (24) consecutive months immediately prior to the opening of nominations.

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

Section 3. All candidates for, and holders of, elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book memberships in good standing.

ARTICLE XIII, Election for Officers, Assistant Vice-Presidents, and Port Agents

Section 1. Nominations.

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Assistant Vice-President, or Port Agent, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer at the address of Headquarters. This letter shall be dated and shall contain the following:

(a) The name of the candidate.

(b) His home address and mailing address.

(c) His book number.

(d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Port Agent.

(e) Proof of citizenship.

(f) Proof of seetime and/or employment as required for candidates.

(g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum Griffin Act, or conspiracy to commit any such crimes."

Dated.....

Signature of Member.....

Book No.

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the

foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein relating to the submission of credentials. By reason of the above self nomination provision the responsibility, if any, for notifying a nominee of his nomination to office shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

In order to ascertain the meaning of the term "member in good standing" which is used in Article XII, Subsection 1(b), the Committee referred to Article XXIV, Section 9 of our Constitution which reads as follows:

Section 9. The term "member in good standing" shall mean a member whose monetary obligations to the Union are not in arrears for thirty (30) days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term "member" shall mean a member in good standing.

Your Committee sought guidance from the Union's General Counsel and the Secretary-Treasurer as to whether this section would apply to a member who is unable to pay dues because of employment aboard an American flag merchant vessel as stated in Article III, Section 3(e). Your Committee was advised that, in keeping with past practice and constitutional interpretation, the same thirty (30) day grace period should be applied in these situations. Accordingly, when a member who is working on foreign articles leaves the vessel, the dues for the applicable quarter must be paid within thirty (30) days from the date of discharge in order to maintain good standing.

Your Committee also referred to Article XXIV, Section 13 for the definition of the term "seetime". This section reads as follows:

Section 13. The term "seetime" shall include employment upon any navigable waters, days of employment in a contracted employer unit represented by the Union or time spent in the employ of the Union or one of the Union's direct affiliates as an elected or appointed representative.

We also noted in Article XXIV, Section 14, the meaning of the term "in an unlicensed capacity aboard an American-flag merchant vessel or vessels." This portion of the Constitution reads as follows:

Section 14. The term "in an unlicensed capacity aboard an American-flag merchant vessel or vessels" shall include persons employed in an unlicensed or licensed capacity aboard dredges, tugboats, towboats and similar vessels used to tow, propel, or push barges or other conveyances or assist merchant vessels in docking or undocking, or persons otherwise employed in a contracted employer unit represented by the Union.

After full and careful deliberations, the Committee made its decisions and sent appropriate notification to candidates. The ultimate decisions of this Committee are later set forth. In arriving at these ultimate decisions, the Committee was most concerned with carrying out a stated principle of our Union which is that "every qualified member shall have the right to nominate himself for, and, if elected or appointed, to hold office in this Union."

In connection with the foregoing, we have also consulted with the Secretary-Treasurer who, under our Constitution, has the obligation to insure appropriate election procedures as legally required (Article XIII, Section 7). Our Secretary-Treasurer has further consulted with the Union's Counsel as to the law applicable in Union nominations and elections.

The following is a complete listing of all members who submitted their credentials to the Committee. Their names and the office or job for which they submitted such credentials are listed in the order in which this Committee feels they should be placed on the general ballot, that is, in alphabetical order under the office or job for which they run, and that the Ports, following the Headquarters offices, beginning with Piney Point, be arranged on the ballot geographically, as has been done in the past. After each member's name and book number is his/her qualification or disqualification, followed by the reason for that decision.

PRESIDENT

Michael J. Sacco, S-01288
Qualified Credentials in order

EXECUTIVE VICE PRESIDENT

Augustin Tellez, T-00764
Qualified Credentials in order

SECRETARY-TREASURER

David W. Heindel, H-01443
Qualified Credentials in order

VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT

George Tricker, T-00919
Qualified Credentials in order

VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST

Joseph T. Soresi, S-02658
Qualified Credentials in order

VICE-PRESIDENT IN CHARGE OF THE GULF COAST

Dean E. Corgoy, C-05727
Qualified Credentials in order

VICE-PRESIDENT IN CHARGE OF THE WEST COAST

Nicholas J. Marrone, M-02308
Qualified Credentials in order

VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS

Michael D. Murphy, M-02483
Qualified Credentials in order

Thomas Orzechowski, Jr, O-00601
Qualified Credentials in order

VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES

Kermett T. Mangram, M-02394
Qualified Credentials in order

ASSISTANT VICE-PRESIDENT IN CHARGE OF CON- TRACTS AND CONTRACT ENFORCEMENT

Archie Ware, W-01169
Qualified Credentials in order

ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST

Nicholas A. Celona, C-01578
Qualified Credentials in order

ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST

Ambrose L. Cucinotta, C-01795
Qualified Credentials in order

ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST

Bryan Powell, P-01987
Qualified Credentials in order

ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS

James P. McGee, M-05945
Qualified Credentials in order

ASSISTANT VICE-PRESIDENT IN CHARGE OF GOV- ERNMENT SERVICES AND FISHING INDUSTRIES

Chester Wheeler, W-25058
Qualified Credentials in order

PINEY POINT PORT AGENT

Patrick Vandegrift, V-00488
Qualified Credentials in order

NEW YORK PORT AGENT

Robert Selzer, S-01258
Qualified Credentials in order

PHILADELPHIA PORT AGENT

Joseph Baselice, B-02795
Qualified Credentials in order

BALTIMORE PORT AGENT

Georg Kenny, K-01041
Qualified Credentials in order

MOBILE PORT AGENT

Jimmy White, W-1600
Qualified Credentials in order

NEW ORLEANS PORT AGENT

Chris Westbrook, W-05787
Qualified Credentials in order

HOUSTON PORT AGENT

Michael Russo, R-5772
Qualified Credentials in order

OAKLAND PORT AGENT

Tracey Mayhew, M-03487
Qualified Credentials in order

ST. LOUIS PORT AGENT

Rebecca J. Sleeper, S-02497
Qualified Credentials in order

DETROIT-ALGONAC PORT AGENT

Todd Brdak, B-02684
Qualified Credentials in order

In compliance with Article XIII, Section 2(b) of our Constitution, and in an attempt to give every nominee every consideration and to try to prevent any disqualifications by this Committee, Robert Ott, of the Credentials Committee, remained at the entrance of the Headquarters building of the Union until midnight of Wednesday, August 15, 2012, to receive any credentials that might have been delivered by hand after the closing of business hours by the Union.

The Committee points out that in the President's Pre-Balloting Report approved by the membership as per the Constitution and published in the May SEAFARERS LOG the exact offices and jobs for which nominations were to be made was set forth.

Our committee was presented with a nomination of Brother Michael Murphy for the position of Vice President In Charge of Southern Region, Great Lakes and Inland Waters. After review-

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REPORT OF CONSTITUTIONAL COMMITTEE

We, the undersigned Constitutional Committee, were elected at a Special Meeting held in Piney Point on August 14, 2012, in accordance with Article XXV, Section 2 of our Constitution. We have had referred to us and studied, proposed Constitutional Amendments contained in Resolutions submitted by our Executive Board.

These Resolutions, containing the proposed amendments, prior to their submission to us, were adopted by a majority vote of the membership. The provisions of these Resolutions including their "WHEREAS" clauses, are contained in this report so that all members will have available to them their full text for review and study at the same time that they read this, our Report and Recommendations.

First,

Whereas, Article XIII, Section 1 of the Constitution of this Union, which deals with the nomination process for the

election of officers, specifies that, in addition to satisfying all other constitutional eligibility requirements to run for office, anyone nominated must also sign a certificate certifying that he or she has not been convicted of certain specific criminal offenses or been a member of the Communist Party during the five year period preceding the year of nominations; and

Whereas, legal counsel has advised that the relevant law has been amended which extended the disqualifying period from five years to thirteen years; and

Whereas, legal counsel has also advised that judicial precedent no longer allows a disqualification from running for or holding union office solely based upon an individual's Communist party membership,

NOW THEREFORE BE IT RESOLVED THAT, an amendment to Article XIII, section 1 of the Constitution of the Seafarers International Union, AGLIWD,

be included on the upcoming ballot for the election of officers to change the language on the required certificate to read as follows:

"I hereby certify that the during the past thirteen (13) years I have not been convicted of, or served any part of a prison term resulting from a conviction for robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum Griffin Act, or conspiracy to commit such crimes. In addition, I certify that I support the Constitution of the United States of America, its institutions and form of government."

Second,

Whereas, the name of this Union was chosen decades ago when several individual districts and entities came together to form one union; and

Whereas, all of the individual districts and entities have been successfully merged into one Union which acts as a National Union affiliated with the Seafarers International Union of North America, AFL-CIO; and

Whereas, the Executive Board of this Union, upon resolution duly introduced, seconded and voted upon unanimously, on July 20, 2012, agreed to submit to the membership at their next regular membership meeting a proposal to amend the constitution to change the name of the Union;

Be it resolved that, if approved by a majority vote of the membership, the name of this Union shall be the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters.

We further recommend, if it is reasonably possible, that a copy of our Committee's Report containing the proposed

Resolutions and membership action taken to date, be printed in the *Seafarers LOG*, October 2012 issue, so that the membership will be kept abreast as to all facts and actions taken as of this time. In addition, we recommend that copies of such *LOG* issue, to the extent possible, be made available to the membership at all Union offices and Halls during the months of November and December 2012.

Your Constitutional Committee wishes to thank the Union, its officers, representatives, members and counsel for their cooperation and assistance during our deliberations and to assure all members that we believe the adoption of the proposed Resolutions will serve the needs of the Union and the membership.

DATE: August 16, 2012
Fraternally submitted,
Constitutional Committee

Committee Approves Candidates' Credentials

Continued from Page 6

ing his credentials it appeared Brother Murphy failed to include his book number in his nomination letter as required in Article XIII, Section 1. In addition, when signing the certificate as required to be attached to the nomination pursuant to Article XIII of the Constitution, Brother Murphy deleted the section which states he has not been a member of the Communist Party.

Our committee, when evaluating Brother Murphy's qualifications, sought

the advice of Union General Counsel who advised us that provisions such as the one in question have been struck down by Courts and consequently, she recommended that it not be used to disqualify Brother Murphy. In addition, the Committee felt that his omission of his book number should not be reason to disqualify as he included his book number on his required certificate. Based upon this fact and the advice of counsel and the cited legal precedent the Committee has decided to qualify Brother Murphy by finding his credentials in order.

All credentials received as of August 15, 2012 have been furnished to the Committee in good order. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

Dated: August 16, 2012
Fraternally submitted
Credentials Committee

Panel Completes Review of Nomination Credentials

Continued from Page 4

Additionally, no elected official or candidate for union office is permitted to serve on the committee.

Members seeking the position of president, executive vice pres-

ident, secretary-treasurer, vice president, assistant vice president or one of 10 port agent posts had to submit nominating papers between July 15 and Aug. 15.

The Seafarers who served on the credentials committee also were elected by their fellow mem-

bers to serve on the constitutional committee, in accordance with Article XXV, Section 2 of the union's constitution. They issued a separate report detailing the proposed constitutional amendments that will appear on the ballot.



Elected as committee members were (from left, seated) Hazel Johnson, Francis Washington Jr., Robert Ott, (standing) Nelson Poe, Thomas Cyrus and Gerard Costello.

Procedures For Obtaining SIU Absentee Ballot

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2012 voting period or who otherwise think they will need absentee ballots, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail.
4. The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15, 2012 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2012.
5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2012.
6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.
7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.
8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.
9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2012 and received by the bank depository no later than Jan. 5, 2013.

Recertified Bosuns Speak of Expanded Opportunities

Members Credit Union, School as Gateways to Advancement

Weeks of hard work and training paid off recently when six SIU members took the stage at the Paul Hall Center for Maritime Training and Education (PHC) to graduate from the school's renowned bosun recertification program.

During their three-week stay at the school's Piney Point, Md. campus, the bosuns completed sessions covering the Manila Amendments to the STCW Convention, communication skills, safety measures and more. They also participated in meetings at the SIU's headquarters in Camp Springs, Md., and at the AFL-CIO Maritime Trades Department offices in Washington, D.C.

The PHC's recertification program provides what is considered the top curriculum available to deck-department Seafarers, and the impact of that training wasn't lost on the bosuns as they stepped to the podium Aug. 6 to accept their certificates.

Addressing a gathering of fellow members, unlicensed apprentices and union officials, Recertified Bosuns **Trevorous Ellison, Timothy Fogg, Richard Gathers, Gerry Gianan, Charles Mull** and **Joshua Mensah** praised both the school and the union for helping them get where they wanted to be in their lives.

Thanks to the union, they said, they have job security. Thanks to the school, they'll be even better at performing those jobs.

"Had it not been for the SIU, I wouldn't be here standing before you," said Gianan, who has sailed out of Wilmington, Calif., since joining the union in 1993. "(The) SIU gave me the opportunity to improve myself and better myself through the various training and upgrading courses here in the Paul Hall Center, which, in return, afforded me better jobs."

Addressing the trainees, Gianan emphasized the importance of safety and maintaining a positive outlook.

"Learn, adapt and practice to work and function as a team," he said. "A valuable, efficient and effective team member, that is."

Ellison, who has sailed out of St. Louis since joining the SIU in 2002, said the course gave him "a better understanding of some subjects or ways to



Newly recertified bosuns pose on the grounds of the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Pictured from left are Gerry Gianan, Richard Gathers, Trevorous Ellison, Joshua Mensah, Timothy Fogg and Charles Mull.

deal with situations on the ship," adding that he also had many union and school officials to acknowledge for his career and training.

"It has allowed me to travel and see some nice places," he said of his various voyages. "I would like to thank the union leadership and the instructors at the school."

As for the trainees, Ellison's advice was simple: "When you get out to sea, work hard, carry your load and don't be afraid to ask questions."

A 25-year union member sailing out of Jacksonville, Fla., Mull said he upgraded at Piney Point twice before and was eager to learn new things and see new places.

Among the most useful aspects of his training was "having a better overall

knowledge of contracts, shipping rules and membership needs," Mull said. "I would like to thank everyone here at the school and headquarters for all you do every day."

Mull then addressed the trainees.

"The one thing that will carry you through is good seamanship," he said. "Be part of the solution, not the problem. It makes things easier on everyone."

Fellow Floridian Gathers – who has sailed out of Jacksonville since joining the SIU in 1995 – was just as excited to learn new skills and brush up on old ones.

"It's a good source of information and the teaching was excellent," he said of the recertification course. "It's a real

honor to be in this union and this recertification class."

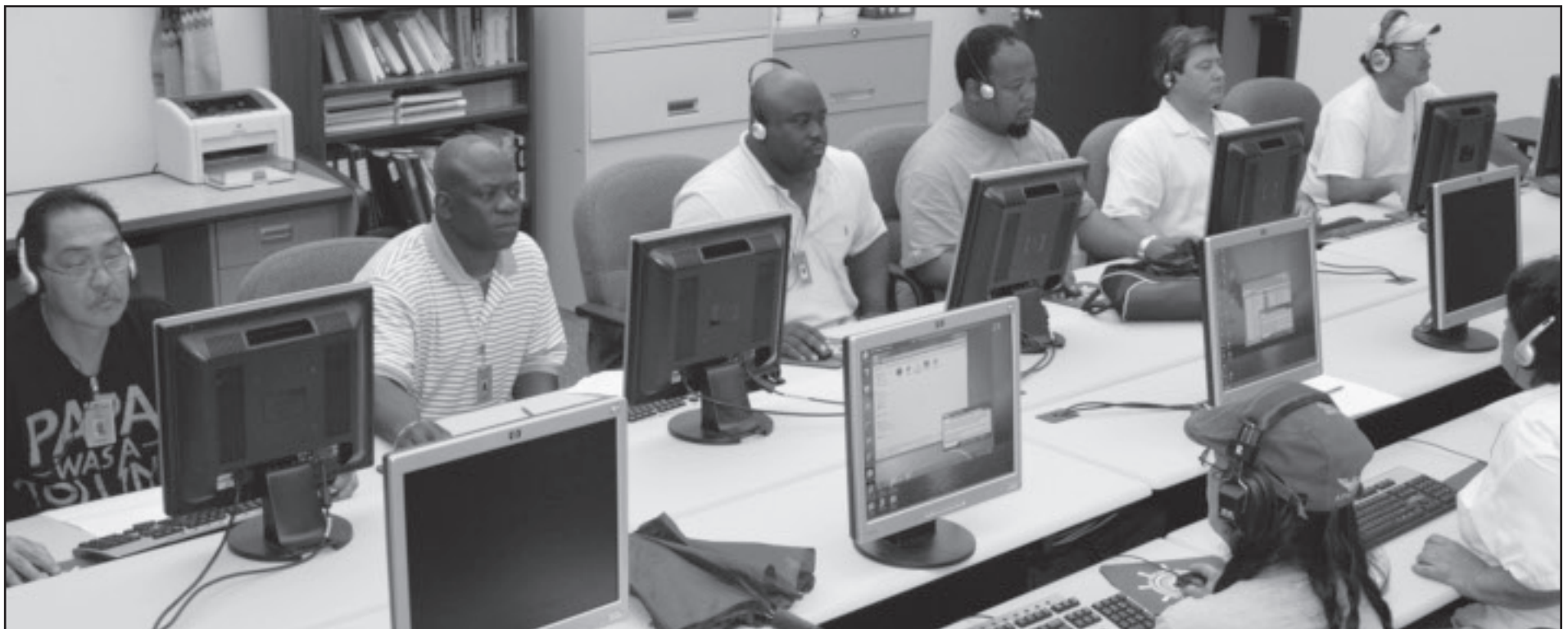
Gathers advised the trainees to make the most of the opportunities provided both on- and off-shore.

"When you're out to sea don't be afraid to ask questions," he said. "And take advantage of every opportunity in the union."

Fogg said he has upgraded more than a dozen times at the PHC since joining the SIU in 1990, but added he always looks forward to a new trip to Piney Point and the valuable information that comes with it.

"For 22 years I've been through Piney Point and each time I'm happy to say I've gained a wealth of knowledge," he

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The bosuns (facing camera) brush up on their computer skills.



TAKE US OUT TO THE BALLGAMES – Mariners and other union members were recognized at Nationals Park in Washington, D.C., during separate pregame events Aug. 1 and Aug. 3. The earlier date was billed as U.S. Merchant Marine Night, and SIU AB Greg White (far right in photo at right above) from the Crowley-managed SS *Wright* along with SIU Government Services Division Purser Joseph Schaefer (third from right) helped represent American mariners. Also pictured on the field with the team mascot are (from left) Rear Adm. Mark Buzby, commander of MSC; former Federal Maritime Commissioner and retired Congresswoman Helen Bentley; and Maritime Administrator David Matsuda. "Labor Night" took place two evenings later, with SIU members, officials and employees in the stands along with thousands of other area trade unionists. Recognized between double-header games were (photo above, from left) Seafarer Daniel Duncan, who is president of the Northern Virginia Labor Federation as well as executive secretary-treasurer of the MTD; Dena Briscoe, president of the American Postal Workers Union of D.C. and Southern Maryland; Kathleen McKirchy, executive director, Community Services Agency; Tionte Lewis, son of an AFGE Local 3615 official; and Ironworkers General President Walter Wise. The event raises money for the Community Service Agency's emergency assistance fund, which helps union families in times of need.

At Sea and Ashore with the SIU



ARTISTIC DONATION IN TACOMA – Recertified Steward Scott Opsahl (above) this summer donated nautical prints to the union hall in Tacoma, Wash. One of the pieces is pictured here. Opsahl said estate sales near the waterfront may be good sources for finding such artwork.



REELING 'EM IN ABOARD USNS STOCKHAM – During a recent voyage from Jacksonville, Fla., around South Africa to Diego Garcia, mariners aboard the *USNS Stockham* (operated by Maersk Line, Limited) caught numerous mahi-mahis, noted Third Mate Ed McDonnell, who submitted these photos. Pictured from left to right in the photo above are Chief Cook Esper Jordan, OS Chris Hughes and OS Jesus Sanchez. Shown in the photo below are (from left) an unidentified mariner, GUDE Evan Hansen (kneeling), OS Hughes, QMED Nakesha Miller and Storekeeper Jaime Bautista.



QMED EARNS MAERSK SAFETY AWARD – Aboard the *Maersk Wyoming*, QMED Apolinario Calacal (right) recently received a \$100 cash award in recognition of his commitment to vessel operator Maersk Line, Limited's safety culture. The award is part of a long-running Maersk safety program. Standing with Calacal is Recertified Steward John Reid, a permanent member of the ship's safety committee. (Thanks to vessel master Capt. Kevin G. Coulombe for submitting the photo.)



SUCCESSFUL SAFETY SESSION – Pictured in the photo at left are Seafarers and shore-side employees of Maersk Line, Limited (MLL) who in late July completed safety leadership meetings conducted at the union-affiliated Paul Hall Center in Piney Point, Md. The conferences are part of an ongoing Maersk program aimed at maintaining and improving workplace safety. Attendees, most of whom are pictured here, included SIU members Munassar Ahmed, Ryver Alexander, Aristeo Aquino, Gregorio Blanco Aranda, Edwin Bonefont, J.K. Borden, Riccardo Ciolino, Thomas Cyrus, Harold Gerber, Billy Gigante, Tim Girard, Michael Hilton, Herbert Hyde, Anson John, Derrick Jones, Andrew King, Alice Kwasnjuk, Raymond Maldonado, William Matthews, Ed Meregillano, Eddy Newman, Jo Postell, Winston Rankin, Simeon Rivas, Edwin Rivera, Chad Rudisill, Victor Sahagon, Peter Schmitt, Melvin Stegall and Neil Sullivan.

Three Generations Heed a Call to Sea, SIU

For one reason or another, some sort of invisible current has carried generation after generation of the Georgia-based Sims family out to sea and into the SIU.

Ever since Ernest Sims Sr. set sail for Europe aboard a Liberty ship during World War II, the family has looked to the water from the Savannah port with fascination and wonder. For them, seafaring was something they were simply born to do.

"I've been on the water my whole life," said 20-year-old Ethan Sims, who just began his seafaring career in the unlicensed apprentice program at SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. "It's something I've always wanted to do."

Hoping to work his way up and become a captain one day, Ethan said his ambition stemmed from a childhood filled with stories about sea-bound adventures. His grandfather was a member of the SIU since the 1940s and his father attended the same Piney Point campus.

"He tells me every day how proud he is," Ethan said of his father, Ernest Jr. "The classes are fun and they're hands-on. The instructors make sure you know everything. They want you to succeed."

Thinking of his own seafaring experiences, Ernest Jr. said he knows Ethan's time at sea will profoundly impact him.

"You get to see what the world is all about," he said. "I'm hoping it will make him become a man. To me, that's what the sea does."

Like his son, Ernest Jr. grew up fascinated with the sea. His father, Ernest Sr., worked as a chief steward and spent most of his time traveling aboard ships. Ernest Jr., meanwhile, cherished hearing his father's tales of adventure.

"My dad had over 30 years of sea time," he said. "That was his passion and that's where he felt most comfortable."

In 1969, at the age of 18, Ernest Jr. headed to Jacksonville, Fla., and caught his first ship.

"Everybody wants to do what their father did at some time," he said. "There was no doubt that was going to be one of the things I was going to do."

By 1971, Ernest Jr. was in Piney Point. Training as a bosun, he found himself comfortable with the work and eager to learn.



Ethan Sims, 20, poses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He's following the footsteps of his father and grandfather with membership in the SIU.



A young Ernest Sims Sr. poses while out to sea in this undated photo. Sims' father joined the SIU in the 1940s and inspired his son to take to sea.



The late Ernest Sims Sr. poses in this undated photo. Sims sailed to Europe aboard a Liberty ship during World War II and his career included more than 30 years at sea.



Piney Point proved a positive influence on Ernest Sims, Jr.'s sailing days, and now is helping Ethan Sims launch his career.

Ernest Jr. was determined to better himself with the help of his training and the SIU.

"It's just a really great place," he said of the Piney Point campus. "I'm really proud my son got to go there. He's got a great opportunity to better his life."

After spending more than a decade at sea, Ernest Jr. left seafaring and entered the business world in the early 1980s. A decade later, Ethan was born.

Ernest Jr.'s seafaring experience and love for the water, however, never left him.

"I told (Ethan) about it his whole life," Ernest Jr. said. "I told him about all the places I got to go to and how much I loved

it. And I told him how great of an opportunity it was to advance."

Ethan could attest to that.

"My dad didn't do it (seafaring) when I was growing up, but he told me a lot about it," he said. "His stories about traveling the world really made me want to do it."

Now, as Ethan embarks on his own seafaring path, Ernest Jr. watches with pride. He sees the same passion that lured his father to the sea and has high hopes for his ambitious son.

"It's a life-changing experience and I hope my son will do well," he said. "He's ready to put the pedal to the metal."

Notice

COBRA Continuation Coverage

The Seafarers Health and Benefits Plan (SHBP) would like to notify you of the right to elect to purchase continuation of health coverage if you lose coverage, or experience a reduction in coverage due to certain qualifying events. This continuation of coverage is known as COBRA.

Generally, if you are the employee, you will be eligible to purchase COBRA coverage for a certain period of time if you lost coverage because you did not have enough days of covered employment (unless the job was lost due to gross misconduct). If you are the family member of a covered

employee, you may also elect COBRA for a certain period of time when the employee loses coverage; or if you are going to lose coverage because of a divorce or the death of the employee; or in the case of a child of an employee, the child reaches an age at which the Plan no longer considers him or her to be a "dependent child." In the case of a divorce or the death of an employee, you **must** notify the Plan **within 60 days of the divorce or death** in order to be eligible to purchase continuation coverage. If you do not notify the Plan in a timely manner, you may not be eligible to receive further cov-

erage. If you are the spouse or dependent child of an employee, you may also elect COBRA if you experience a reduction in coverage when the employee retires.

When you retire, if you were eligible for benefits from the SHBP at the time of your retirement, you will be eligible to purchase COBRA continuation coverage for yourself and/or your family members, even if you are eligible for retiree health benefits. This will enable you and/or your family to continue to receive the same level of benefits that you had prior to your retirement for a certain period of time. If

you meet the eligibility requirements for retiree health benefits, you will begin to receive those benefits when the COBRA period ends.

For more information about continuation coverage rights under COBRA, please refer to the Plan's "Guide to Your Benefits." The guide is also available in PDF format on the SIU web site, www.seafarers.org, under "Member Benefits-Seafarers Benefit Plans-Seafarers Health and Benefits Plan." If you have questions regarding this notice or COBRA, contact the Plan at 1 (800) 252-4674.

Seafarers Health and Benefits Plan Important Notice To Participants With Children Between Ages 19 and 25

The Seafarers Health and Benefits Plan would like to remind you that since January 1, 2011, the Plan has offered health coverage to children between the ages of 19 and 25, regardless of whether the child is a full-time student. Your child does not have to live with you or be supported by you to be eligible for coverage from the Plan; however, you must provide a notarized affidavit which certifies that your child does not have other health coverage.

If your child is about to turn 19, you must send the Plan a completed Enrollment Form and Affidavit for Dependent Child in order to maintain your child's coverage. If the Plan does not receive this form by your child's 19th birthday, your child will lose coverage from the Plan. Coverage will not be reinstated until the first of the month following the month in which the Plan receives the form.

The Enrollment Form and Affidavit for Dependent Child is available at www.seafarers.org, under the Member Benefits Section. You must click on the link for the Seafarers Health and Benefits Plan. The Plan will also mail this form to you upon request. If you have any questions about the form or about enrolling your child, you may contact the Claims Department at 1-800-252-4674.

Notice

New Summary Plan Description Booklet Describing Pensioners' Health Benefits

The Seafarers Health and Benefits Plan has revised the summary plan description (SPD) booklet that describes the health benefits available to eligible pensioners and their dependents. The booklet was recently mailed to all pensioners who are eligible for health benefits. It is also available at www.seafarers.org in the Member Benefits section, under the heading "Seafarers Health and Benefits Plan," by clicking on "Download SHBP Guide (retirees)." You may also request a copy of the booklet by contacting the membership assistance office at 1-800-252-4674. Booklets will also be available at the union halls.

If you are thinking about retiring in the near future, the SHBP suggests that you read this booklet, as it explains the requirements you must meet in order to receive health benefits when you become a pensioner. It also contains details about the benefits that you and your family will receive if you are eligible for pensioner health benefits.

If you have any questions about pensioner health benefits, you may contact the SHBP at the number listed above.

Notice

SHBP is a Grandfathered Plan Under Affordable Care Act

The Seafarers Health and Benefits Plan would like to remind you that it believes that it is a "grandfathered health plan" under the Patient Protection and Affordable Care Act (the Affordable Care Act). As permitted by the Affordable Care Act, a grandfathered health plan can preserve certain basic health coverage that was already in effect when that law was enacted. Being a grandfathered health plan means that this Plan may not include certain consumer protections of the Affordable Care Act that apply to other plans – for example, the requirement for the provision of preventive health services without any cost sharing. However, grandfathered health plans must comply with certain other consumer protections in the Affordable Care Act – for example, the elimination of lifetime limits on benefits.

Questions regarding which protections apply and which protections do not apply to a grandfathered health plan and what might cause a plan to change from grandfathered health plan status can be directed to the Plan Administrator at 5201 Auth Way, Camp Springs, MD 20746. You may also contact the Employee Benefits Security Administration, U.S. Department of Labor at 1-866-444-3272 or www.dol.gov/ebsa/healthreform. This website has a table summarizing which protections do and do not apply to grandfathered health plans.

Editor's note: The October and November 2011 and March, May and June 2012 editions of the *Seafarers LOG* featured the first five installments of an occasional series written by retired mariner Ed Woods, who first shipped out at age 16, during World War II. *LOG* readers were introduced to Woods' writing when he shared a separate story that was published off and on from September 2010 to July 2011.

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

The names of the main character (Johnny Johnston) and his vessels are fictional. The most recent excerpt ended with Johnston and some of his shipmates from the *S/S John Henry* (which had been torpedoed) now sailing from an icy group of islands called Franz Josef Land aboard the British ship *HMS Henry 8th* en route for Liverpool, where they hoped to get berths aboard any vessel heading back to the United States.

The World War II convoys to the Russian ports of Murmansk and Archangel were dangerous and often deadly. Dozens of American-flag ships were sunk on the Murmansk Run, including many SIU-crewed vessels. Altogether, it is believed that 57 Allied ships were lost in convoys to north Russia.

That afternoon, a lookout shouted, "Submarine dead ahead!" The alarms went off and we ran to the boat deck, as we had not been assigned to a battle station. The British gunners started firing as soon as the sub was identified as a German U-Boat. The sub appeared to be dead in the water; no torpedo was in sight but the U-Boat's deck gun was firing at us. I couldn't believe what was happening; the *HMS Henry 8th* turned ninety degrees and headed straight for the U-Boat. We hit it in the middle and it spilt in two. The two parts sank almost immediately and then we heard over our loud speakers, "Stand by to pick up survivors."

We could see five or six men struggling in the water off our port side. Our deck crew dropped lifelines and then launched a small boat. They were able to pick up five German sailors who had been on the sub's deck when we rammed it. The other German sailors were not able to escape and went down with the wreckage.

The prisoners were brought to the mess hall for interrogation and we learned why their sub had been dead in the water. The day before, they had been in a duel with a British destroyer and had suffered heavy damage when the destroyer dropped depth charges. The sub's engines were damaged and they lost both propulsion and their air supply. They stayed on the bottom overnight until they believed the destroyer had left the area. They then surfaced, as the men were beginning to suffocate from lack of oxygen.

The *Henry 8th* damaged its bow when it rammed the sub. The captain decided we would head for the nearest landfall, as he could not determine the extent of the damage. It would be Reykjavik, Iceland; Iceland's biggest city and capital. Mr. Smith was elated with the news. He told us the United States Coast Guard had port facilities and the United States Army had air bases on the island. "It looks like we will all be back home in the States very shortly."

Two days later, we arrived in Reykjavik and when Mr. Smith went to see the captain to thank him for bringing us here from Jan Mayen, he was surprised when asked who was going to reimburse the *HMS Henry 8th* for our passage and board. Mr. Smith nearly was at a loss for words. However, he replied in a polite tone, "Sir, we are at war. We are supposed to be allies. We are expected to help one another. I don't know who will reimburse you and frankly, I don't care. Thank you and goodbye."

Smith got directions to the U.S. Coast Guard headquarters. It was about a mile-and-a-half from our pier and we, the eight known remaining survivors of the *John Henry*, walked to it, as there was no transportation available.

We identified ourselves to the sentry at the entrance to the Coast Guard compound and asked to see the officer in charge. The sentry, a Coast Guard enlisted man, asked to see our identification papers. We explained that all our personal belongings and papers had been lost when our ship the *S/S John Henry* went down to the bottom of the Barents Sea courtesy of a German U-Boat.

The sentry made a phone call and within a few minutes, a jeep arrived with a Coast Guard Commander who began to interrogate us. We explained who we were and how we came to be here in Iceland. He said, "I am sorry but under the circumstance, I can't ask you inside our compound, but allow me a few minutes to make some calls and I will see what can be done. Please be patient."

He went inside the sentry's shed and shut the door. A short time later, he returned and said, "I have arranged for you to be taken to the American Embassy. They are in a better position to help you."

"By the way, I want you to know why I was hesitant to assist you at first. We have been warned by our intelligence section to be

by two armed Marines. Right off, something about the man rubbed me the wrong way. He held his chin too high in the air to suit me.

"Well now, I am Percy Buller, the attaché of the day, what is this all about?" he asked with an arrogant air.

Chief Mate Smith started to answer him when Buller suddenly said, "Stop right there. I really don't want to hear your fabrications. The State Department's Intelligence Section warned us to expect you to show up here and I am prepared to deal with it. In addition, believe me, I know how to deal with spies and saboteurs. If you prefer to talk in German, your native language, I can converse with you. I am fluent in German."

"What in hell are you talking about?"

Recollections From the Murmansk Run



Now in his 80s, Ed Woods (above) was 16 when he shipped out as a merchant mariner during World War II.

alert for German spies and saboteurs coming here posing as lost seamen and so forth. It was said they were chosen for their fluency in English and their knowledge of the United States. You men fit that description. However, I have checked your backgrounds and have verified what you have told me."

We were driven to the offices of the American Consulate where we learned that Iceland had recently obtained its independence from Denmark. It was now a free and independent country. We were surprised to learn that the personnel at the consulate were mostly Icelanders. We had expected all of them to be Americans; however, we were told that only the top envoys were American citizens.

A pleasant elderly Icelander, Hans Erickson, listened to our story and said, "I will do whatever is necessary and in my means to give you aid and comfort." He explained that previously, while America had maintained a huge military presence in Iceland, it only had a very small consulate. However, now that Iceland was independent, the United States was building an embassy for the newly appointed ambassador and adding more American employees.

Hans asked us to wait while he contacted the American Attaché on duty for the day. In a few minutes, a well-dressed man about 35 years old entered the room accompanied

Smith shouted. "We're American citizens, survivors of two ships sunk by the Germans. I want to see the ambassador right now."

"The ambassador is not in residence and if he were, you still could not talk with him. I am in charge." With that, he told the Marines to escort us to the holding room."

I decided to speak up and said, "Sir, my name is Johnny Johnson. I am a native New Yorker. I was a wiper in the engine room of the American oil tanker the *S/S Pine Hill*. The *Pine Hill* was hit by a German bomb in Liverpool, England, and set on fire. The ship was taken to a nearby repair yard and its crew, including me, was asked to volunteer to sail on another ship. I did so and was assigned to the *S/S John Henry* and joined a convoy bound for Murmansk, Russia. Later, we were engaged in a fight with a German U-Boat and sank it but the darn sub blew our bridge off before it went down and we lost control of the ship for a short time. We sailed to the nearest friendly port, a godforsaken island named Franz Josef, and had to deal with a bunch of unfriendly Russians. From there we went to Spitsbergen and the Norwegians, real nice guys, helped us to make temporary repairs and gave us some fuel.

"We started for England but were hit by a torpedo and the *John Henry* split in two and

sank. We took to the lifeboats; the next morning it was foggy and we didn't see any other boats. Eight of us made it to the Norwegian island named Jan Mayen. There had been 10 survivors but two died in the lifeboat. We don't know if any of the other crew members of the *John Henry* survived, although I sure hope they did. There was an American weather team on Jan Mayen and they and the local Norwegians helped us. After a few weeks, a British ship, the *Henry 8th*, arrived with supplies for the folks on the island and agreed to take us to England. Unfortunately, the *Henry 8th* also was in a fight with a German U-Boat; it sank the sub but damaged its bow. It came here to Reykjavik for repairs and to drop us off so we can get transportation back to the States. I know the American authorities in London are aware of all this and if you will contact them, I am sure they will tell you that Chief Mate Smith and all of us are telling you the truth and nothing but the truth."

Smith looked at me in wonder and then smiled. I think he was surprised that I spoke up. In the past, I was considered a kid doing maintenance work in the engine room. I was never asked for an opinion and I never gave one. Now, Smith and the other six guys appeared amazed that I could speak out and explain the events of the months in a rational manner.

That afternoon, one of the deckhands, Mike Kiely from Boston, told Chief Smith that he felt very sick. The chief felt his head and said it was very warm. He called for a guard and told him to get medical help for Mike immediately. The guard, a young Marine, said he would report it to the O.D. (officer of the day). An hour passed and nobody came to Mike's assistance. Chief Smith began to scream, "We need help here and we need it now. All of you bastards are going to pay for this. I'll see to it or I'll die doing so." A Marine came and told him to be quiet.

By now, Mike was lying on the floor and groaning. "Help me, please help me," he cried. He was wet with perspiration and soon quieted; it was obvious that he had passed out. There was nothing we could do to help him. There was no source of water in the cell-like room to cool his skin. The chief bent down to try to comfort him and took note that he was not breathing.

"He's dead! He's dead!" the chief shouted. "The bastards have let him die."

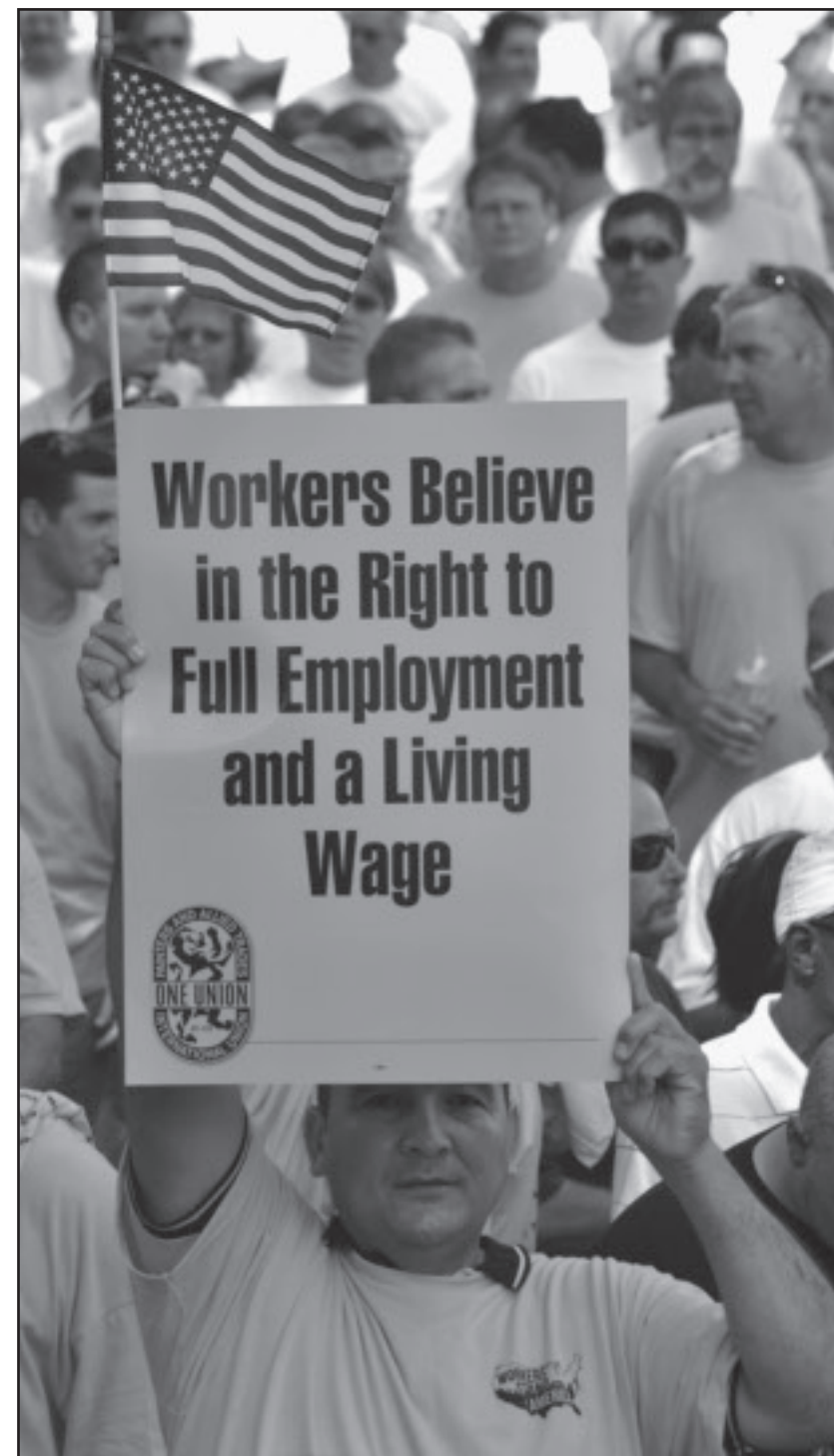
A young Marine officer came to the door and asked, "What is the problem in there?" We shouted nearly in unison, "We have a dead man in here, thanks to you." The Marine officer, Lieutenant Swift, entered the room, examined Mike's body and told the guard to call for a stretcher. They took Mike's body away. The lieutenant said he would have the medical doctor determine the cause of death. As he was leaving, he said, "I want you to understand, I am in charge of the Marine detachment guarding this embassy. However, I have nothing to do with the embassy staff's policies or what decisions they make other than those that affect my men. In the meantime, I have asked our mess steward to bring you some food and drink." A short time later, two Icelanders escorted by an armed guard brought us trays of food and hot coffee.

We neither heard nor saw anyone until the following morning when an older American who identified himself as Dr. Liebling, the official embassy physician, came to tell us that, following an autopsy, it was learned that Mike had died due to a ruptured appendix. As he was leaving the room, Dr. Liebling said, "If we had known of the man's condition sooner, we may have been able to save him."

It was obvious that not one of us knew what to say. We were all too upset. Poor Mike had suffered through so many months of despair, lost at sea in a lifeboat, stranded on strange foreign islands and then making it to a supposedly friendly country and be treated like the enemy. What hurt all of us the most was the fact that if Mike had been treated when he first complained, he could have been saved and lived to go home. Chief Smith suggested that we all say a prayer and he led us in saying an *Our Father*. I wanted to cry but I knew I was not supposed to. I thought the other men would not understand; I fought back the tears.

Smith asked the Marine guard to ask Lieutenant Swift to please return and speak with him. When he arrived, Chief Mate Smith introduced himself and asked Swift to please listen to what he had to say. He then recited almost word for word what I had told Buller, the attaché.

Continued on Page 14



**AMERICA'S
SECOND BILL OF RIGHTS**

- The Right to Full Employment and a Living Wage.
- The Right to Full Participation in the Political Process.
- The Right to a Voice at Work.
- The Right to a Quality Education.
- The Right to a Secure, Healthy Future.

WORKERS
STAND
FOR
AMERICA



Seafarers were among tens of thousands of union leaders, members, and supporters Aug. 11 who gathered in Philadelphia's Fairmount Park to participate in the Workers Stand for America rally. More than 30 unlicensed apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., along with some 70 rank-and-file SIU members from the Philadelphia and New York areas, joined some 40,000 American workers during the event. Also representing the union were SIU Vice President Atlantic Region Joseph Soresi, Piney Point Port Agent Pat Vandegrift, Philadelphia Port Agent Joe Baselice and Port of New York Safety Director Mark von Seigel.

Collectively, those attending the rally advocated "America's Second Bill of rights" (a right to full employment, a living wage, participation in the electoral process, the right to organize and collectively bargain, the right to a quality education and the right to decent social services) and unrestricted access to the opportunity for each. They also urged all elected officials and all Americans in general to sign their names in support of those values and make them the foundations of America's future national economic and social policies.

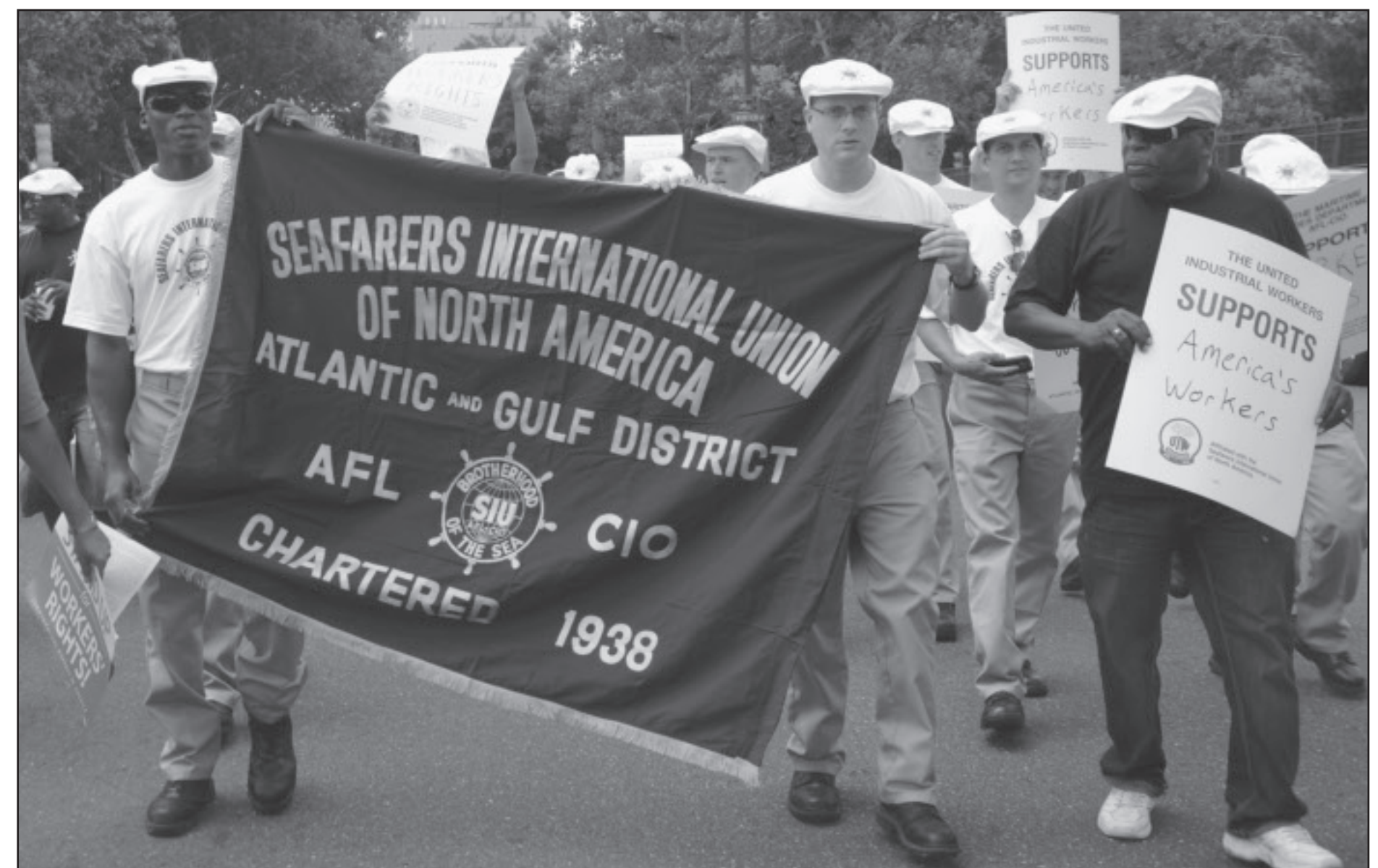
In addition to President Obama, who appeared in a pre-taped video message, official rally speakers included AFL-CIO President Richard Trumka; U.S. Representatives Debbie Wasserman Schultz (D-Fla.) and Bob Brady (D-Pa.); Edwin Hill, *International Brotherhood of Electrical Workers* President; Building and Construction Trades Department President Sean McGarvey and several labor movement activists. Their mutual message was one of activism and the need to rise up and fight back against deteriorating wages, outsourced jobs, corporate greed, inequality, and the uncomfortable feelings people experience when they are being pushed into economic devastation.

"It was a tremendous event," said Soresi. "Labor clearly spoke out about the state of the economy and the devastating impact it is having on all Americans, especially working people."

"I heard a number of things that if implemented will make life much better for working people. Organizers should be congratulated for a job well done," he concluded. "Let's hope that this outing and others like it will achieve their desired results."

Vandegrift, who was in charge of the trainees from the Paul Hall Center, echoed Soresi's views, adding, "This was truly a rally to remember and the turnout was very impressive. I thought all of the speakers were right on point with their message; they had the full support and backing of everyone who attended."

"I'm glad that some of our trainees had the opportunity to attend this rally because it gave them their first real exposure to the labor movement and what solidarity really means," he said. "Hopefully, they will remember this experience and incorporate the lessons they learned from it into their careers as Seafarers."



Apprentices from the Paul Hall Center (photo above) were among the approximately 40,000 people who gathered in Philadelphia Aug. 11 for a peaceful but powerful demonstration promoting America's working families. AFL-CIO President Richard Trumka (photo at top right) delivered remarks to the masses, many of whom are pictured in the remaining photos.



Class members participate in fire emergency training at the Joseph Sacco Fire Fighting and Safety School, part of the Paul Hall Center.

Grads Reflect on PHC Experience

Continued from Page 8

said. "I want to thank the union leadership and instructors for everything they do."

Fogg told the apprentices they are embarking on an important path.

"You are our future and we really hold that in our hearts," he said. "Please respect and look out for each other."

Mensah, who's sailed out of Wilmington since joining the SIU in 1997, said the union – and the accompanying training – helped him carve out a better life for his family.

"Through them I was able to send my wife to school and get a couple of things for myself," he said. "I would like to thank all of them here. I've learned a lot."

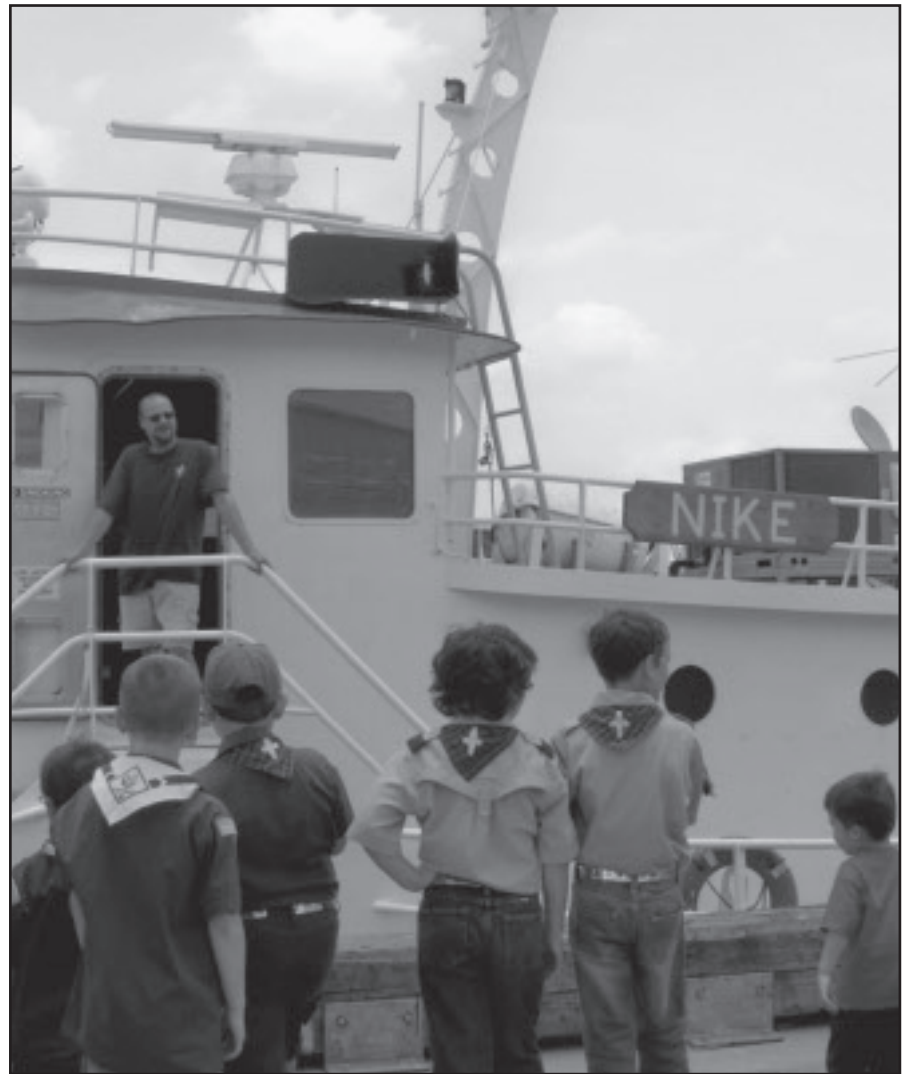
Mensah recommended the trainees take every opportunity to learn and help each other. He also reminded them of how valuable their work skills and job opportunities were during such a tough economic period.

"If you don't understand anything, ask questions," he said. "That's what we are there for – so we can help each other with good seamanship."

Addressing the audience following the bosuns' speeches, SIU President Michael Sacco praised the graduates for their eloquence. Their success, he added, exemplified the SIU's core purpose.

"That's what this union is all about," he said. "Educating and upgrading people and making a better life for each and every one of us."

Cub Scouts Learn About Maritime



The Port Arthur International Seafarers Center recently teamed up with Kansas City Southern Railways and the Port of Port Arthur for an all-day event that included lessons about the maritime industry and its connections to other businesses. As part of the occasion, Cub Scouts and chaperones informally met in Port Arthur with SIU tugboat Capt. Chris Thibodeaux (leaning on rail of Seabulk's Nike), who discussed the importance of safety and also described different types of tugboats and the work they perform.

Mariner Recalls Days at Sea During World War II

Continued from Page 11

He ended by asking Swift to call the maritime authorities in London as they are aware of our previous difficulties and had been expecting us before the *Henry 8th* was damaged. He could also contact the *Henry 8th's* captain. "I'm sure the ship is still in port and he can verify the fact that he picked us up at Jan Mayen Island and carried us here," Smith said. "I understand your status here at the embassy and I will not ask you to do anything for us that would jeopardize your position. All I ask is for you to make the necessary inquiries that will confirm our identities."

That very afternoon, Swift arrived together with Hans Erickson and told us that he had been able to verify all that we had told the embassy staff and that he had reported his findings to Buller, and that we were free to go. "Go where?" Smith asked.

Erickson said to come up to his desk and he would help us. Hans made a few phone calls and we were taken to a small hotel and told we could stay there until arrangements were made for our return to the States. We thanked him and the lieutenant for their faith in us. The hotel had a restaurant that served breakfast and dinner. It was good food except, at the end of the week, we had tired of eating fish. There were other items on the menu: dairy products, chicken, etc., but very little beef or pork. The hotel had a spa in a room near the lobby that featured warm, almost hot water pumped in from the natural hot springs outside of the city. We used the hot tubs every day, sometimes twice. It felt so good, especially when I recalled the freezing days in the lifeboat and the unheated huts on the islands in the Barents Sea.

A few days later, we were summoned to the new embassy by American Assistant Ambassador Anthony F. Martone. He told us that the ambassador and he had learned of our plight and wanted to make amends.

"First, I want to tell you that Percy Buller has been relieved of his duties at the

embassy and is being returned to the States under guard." He continued, "Buller not only mishandled your arrival in Reykjavik, and severely mistreated you, but it was discovered that he had misappropriated huge sums of money from the embassy's treasury to pay for his illicit activities. Buller was a compulsive gambler, and apparently not a very good one. He also paid the rent for his girlfriend's apartment with embassy's funds."

He continued, "Now for some good news. I have arranged for the seven of you to go to a local men's store and be fitted with all new clothes courtesy of the good people of Iceland. Tomorrow night, you are invited to the grand opening party of our new embassy building. Please come an hour before the party so that a staff member or I can fill you in on the rules of protocol when meeting members of the Icelandic government and the ambassador and his wife. It is also quite possible that dignitaries from other countries may attend, although they have not yet acknowledged their invitations."

I couldn't believe what I was hearing. Here I was, Johnny Johnson from New York City, being invited to a party at the American embassy. Wow!

At the men's shop, we were fitted with dress clothes: new suits, shirts, ties, and underwear, the best I ever had, and then told to select whatever work clothes we would need to replace the ones we had lost at sea.

The next evening, we were given a warm greeting by everyone we met at the embassy. However, I could sense that the various diplomats and their staff were merely being polite and were pleased to see us leave when we said our thank and goodbyes.

The following week, we were called by the embassy and told to be prepared to fly home the next day. There was room for seven more passengers on an Army plane leaving for Washington, D.C., and seats had been reserved for us.

When we arrived in Washington, the seven of us said our goodbyes and each went his separate way. I took a train to New

York's Pennsylvania Station and then a subway car to my home on the west side. I had telephoned my folks from Washington and told them of my arrival back in the States and they were waiting for me with open arms. Boy, it really felt good to be safely back home with my family.

There was a letter from Larry waiting for me at the house. He was alive and well. He explained that he gotten my home address from the Maritime Service. It read:

Dear Johnny,

I was so happy to hear from the government that you were alive. The day the John Henry went down, I wasn't able to make it to a lifeboat and had to swim for it. Three of us, two deckhands and me were able to climb on a free-floating raft. I never knew how cold one could be until I sat on the raft for a couple of hours. There was a heavy fog all about us and we couldn't see a thing. Then, suddenly, a ship came alongside of us, a Russian destroyer! It took us aboard and a medic treated us for hypothermia. I was never too fond of Russians, especially after the way they treated us at Franz Joseph Land, but I have to say I was happy to see them that day. Anyway, I finally made it to Murmansk, although not the way I expected to. I tried to make inquiries about you and the other guys but the Russians said they didn't know a thing. I don't know whatever became of the two deckhands that were rescued with me. The Russians don't like to give out any information. After a few weeks, I got a ride back to the States on an old freighter. I guess I have to tell you, I had to have one of my legs amputated because gangrene had set in when it was frozen. This means I won't be going back to sea. I'm home here in Ames, Iowa, trying to get used to my new artificial leg. I'm enclosing my address and hoping that maybe one day you can get to come here and visit with me. We sure will have a lot to talk about.

By the way, when I was in the hospital in Murmansk, I heard that there had been an attempt to exchange prisoners between the Russians and the Germans. A friendly Russian Red Cross representative allowed me to read the proposed list of names because he knew that some of the names were American. I was happy to see Captain Behlmer's name listed. The Red Cross rep said that when he visited the prisoner of war camp he met Captain Behlmer, who told him that he and three others had been picked up by a German submarine. Behlmer told him that he did not know what became of the three crewmen because they were considered enlisted men and sent to a different camp. The rep didn't copy the other names from Captain Behlmer and the prisoner exchange never came about. I sure hope Captain Behlmer made it. He was a good man and always gave us a fair deal.

I hope this letter finds you in good health. You proved to be a good friend and I'm happy to know you made it back home.

*Your friend,
Larry*

I was very happy to hear that good old Larry made it home but I was sorry to hear that he had lost a leg. Someday, I hope to go out there to Iowa and see him. He's right; we'll have a lot to talk about.

While I was home in New York, I spent an entire month visiting my family, my friends and my old school buddies, filling them with stories of my first trip to sea. A few of my older friends seemed skeptical when I related my days in the lifeboat and life on islands in the northern seas.

Then it was time to get back to sea and help win the war. I went downtown to the crewing office and obtained a wiper's berth on a newly built oil tanker. The day we left port, I learned we were heading for the Panama Canal and would be crossing over to the Pacific. I wondered what next was in store for me.

October & November Membership Meetings

Piney Point.....*Tuesday: October 9, Monday: November 5
 Algonac.....Friday: October 12, November 9
 Baltimore.....Thursday: October 11, November 8
 Guam.....Thursday: October 25, November 22
 Honolulu.....Friday: October 19, November 16
 Houston.....Monday: October 15, * Tuesday: November 13
 Jacksonville.....Thursday: October 11, November 8
 Joliet.....Thursday: October 18, November 15
 Mobile.....Wednesday: October 17, November 14
 New Orleans.....Tuesday: October 16, November 13
 New York.....Tuesday: October 9, November 6
 Norfolk.....Thursday: October 11, November 8
 Oakland.....Thursday: October 18, November 15
 Philadelphia.....Wednesday: October 10, November 7
 Port Everglades.....Thursday: October 18, November 15
 San Juan.....Thursday: October 11, November 8
 St. Louis.....Friday: October 19, November 16
 Tacoma.....Friday: October 26, November 23
 Wilmington.....Monday: October 22, November 19

* Piney Point change created by Columbus Day holiday.

* Houston change created by Veterans Day holiday.

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

Personal

Brandon Maeda would like to get in touch with Wagner Pel-
 lerin. Please contact Brandon at brandonmaeda@gmail.com

ATTENTION

SEAFARERS:

SPAD Fights For You!



Contribute To The
 Seafarers Political
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SPAD

Dispatchers' Report for Deep Sea

July 16, 2012 - August 15, 2012

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	20	13	2	11	4	1	1	28	20	1
Anchorage	2	1	2	1	1	1	1	3	2	2
Baltimore	6	5	1	7	9	1	6	5	1	3
Fort Lauderdale	20	18	2	20	11	1	5	31	19	3
Guam	9	5	0	2	0	0	0	12	8	1
Honolulu	5	3	5	5	3	1	1	11	4	5
Houston	39	14	4	44	10	2	20	73	28	7
Jacksonville	36	27	4	27	14	1	8	62	37	4
Joliet	7	2	1	5	5	0	1	4	3	2
Mobile	15	3	1	16	2	2	3	18	6	1
New Orleans	9	1	1	15	6	0	3	19	1	3
New York	45	19	6	36	13	3	20	76	29	9
Norfolk	22	25	9	17	21	4	6	32	32	12
Oakland	25	3	2	17	2	0	9	41	10	7
Philadelphia	8	6	4	7	3	2	3	10	5	2
Piney Point	3	4	0	2	3	0	1	1	2	0
Puerto Rico	7	8	2	5	4	1	3	10	12	3
Tacoma	47	10	7	33	10	3	18	61	19	7
St. Louis	5	2	1	2	1	1	0	6	2	1
Wilmington	33	22	3	27	14	2	15	64	34	20
TOTALS	363	191	57	299	136	26	124	567	274	93
Engine Department										
Algonac	6	5	4	4	3	1	3	7	4	6
Anchorage	0	3	0	0	0	0	0	0	3	1
Baltimore	7	7	0	3	5	1	2	5	7	0
Fort Lauderdale	13	7	0	11	5	0	3	18	9	2
Guam	1	1	0	0	0	0	0	5	1	0
Honolulu	4	6	1	10	3	1	0	13	11	0
Houston	11	19	0	11	9	1	6	32	21	4
Jacksonville	26	20	3	20	18	1	9	34	25	8
Joliet	2	3	0	2	2	1	1	4	3	0
Mobile	12	3	0	9	1	0	2	9	4	0
New Orleans	4	3	0	6	2	0	0	6	3	1
New York	21	13	1	13	5	2	0	32	24	4
Norfolk	15	16	4	8	12	1	7	23	22	4
Oakland	10	7	2	4	4	1	1	20	14	3
Philadelphia	6	1	1	2	1	0	0	6	1	1
Piney Point	1	1	0	2	0	0	0	0	1	0
Puerto Rico	1	8	0	2	4	0	4	2	18	0
Tacoma	18	5	1	16	3	1	9	25	13	1
St. Louis	3	2	1	1	1	2	1	4	2	1
Wilmington	10	12	2	9	10	2	4	22	26	2
TOTALS	171	142	20	133	88	15	52	267	212	38
Steward Department										
Algonac	7	1	1	0	1	1	0	8	2	5
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	4	3	0	0	2	0	0	5	5	0
Fort Lauderdale	11	6	1	4	4	0	3	16	6	1
Guam	3	2	0	2	0	0	1	6	3	1
Honolulu	8	5	0	7	2	0	3	16	6	0
Houston	17	9	0	16	2	0	5	30	9	0
Jacksonville	16	9	1	11	5	0	6	27	12	1
Joliet	1	1	0	2	1	0	0	1	1	0
Mobile	4	0	1	3	1	0	0	9	1	2
New Orleans	4	1	1	2	1	0	1	6	1	1
New York	16	4	0	13	6	0	8	36	6	0
Norfolk	18	9	3	9	6	0	3	23	11	3
Oakland	23	2	2	13	1	1	6	27	5	2
Philadelphia	3	1	0	5	0	0	1	4	1	0
Piney Point	2	2	0	1	1	0	0	3	0	0
Puerto Rico	1	0	0	3	1	0	3	4	0	0
Tacoma	21	6	2	20	4	1	8	29	5	0
St. Louis	2	3	0	1	2	0	0	3	3	0
Wilmington	22	4	1	18	3	0	5	39	6	1
TOTALS	183	68	13	130	43	3	53	292	84	17
Entry Department										
Algonac	4	12	8	0	3	6	3	8	27	20
Anchorage	0	0	0	0	1	0	0	0	0	1
Baltimore	0	1	0	0	1	1	0	0	1	2
Fort Lauderdale	1	9	4	0	3	1	0	1	14	4
Guam	0	1	1	0	3	0	1	0	2	0
Honolulu	2	6	6	0	5	5	1	4	8	10
Houston	2	11	5	3	7	0	1	6	19	9
Jacksonville	0	21	10	0	13	1	4	3	27	22
Joliet	0	1	2	0	1	2	1	1	0	2
Mobile	1	4	3	1	2	0	0	1	5	2
New Orleans	0	2	2	0	1	2	0	2	4	6
New York	4	19	12	4	11	7	3	10	48	37
Norfolk	1	32	15	1	15	16	0	1	30	47
Oakland	2	10	7	2	5	1	1	2	22	10
Philadelphia	0	3	2	0	1	1	0	0	2	2
Piney Point	0	5	0	0	4	3	0	0	8	3
Puerto Rico	1	0	1	0	0	0	0	2	2	4
Tacoma	5	7	2	2	10	1	5	10	14	8
St. Louis	0	3	0	0	2	0	0	0	1	0
Wilmington	3	14	6	1	9	2	3	12	29	27
TOTALS	26	161	86	14	97	49	23	63	263	216
GRAND TOTALS:	743	562	176	576	364	93	252	1,189	833	364

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

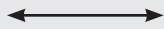
Dean Corgey, Vice President Gulf Coast

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

This month's question was answered by SIU members at the Jacksonville hall.

Question: What is your favorite part of your day/routine while out to sea?

Gregory Howard
Oiler

After watch, I like to go to the stern and look at the sunset or watch the sunrise in the mornings. Usually, I head to the stern and relax for about an hour or so. I like to watch the dolphins play. It's just to relax and clear my mind.



Edward Porter
Steward

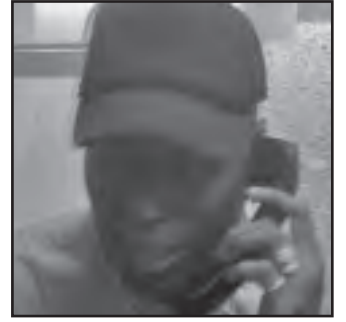
My favorite part of the day is the morning time. I get up, fix breakfast, see everybody and make everybody feel



and I like to see people come down and see the different selections.

Marcel Soares
Oiler

My favorite part of the day is working in the engine room and learning about all the machinery. We go over the diagrams and semantics and we're learning something new every day. I like working with the engineers and my fellow shipmates. We're able to feed off each other and help each other out.



the office. It's a unique type of work and I'm blessed to be able to do that type of work.

Michael Deren
Oiler

I love everything. I like being in the engine room. I like working with equipment and working in a team as an oiler. It's very important to have a good interaction between you and your co-workers. There's always something you can learn.

Willie Massaline
Steward

Lunchtime is probably my favorite part of the day. I get an opportunity to see how people will react to what's on the menu and see how they enjoy what we do. I like to be creative with the lunch menu



James Rush
AB/Maintenance

My favorite part of the day is just being out on deck doing different jobs. It may vary – sometimes in the mornings it's better than the afternoons. But overall, it's like another day at



Pics-From-The-Past



Pensioner Laureano Capelo Perez recently came across an old newspaper article and related photos that he subsequently mailed to the LOG. The snapshots are from a late October 1956 voyage aboard the *Steel Chemist*; Perez is pictured in the photo at left while some of his shipmates are in the other two photos below. The article, from a Baltimore newspaper, pointed out that the *Steel Chemist* was carrying seven Marylanders when the vessel traversed the Suez Canal "during the first days of the Israeli-Egyptian fighting, without anyone aboard being aware of the world-shaking events taking place around them." Those events, known as the Suez Crisis of 1956, saw Egypt seize control of the canal from the British- and French-owned company that managed it, which the U.S. Department of State describes as having "had important consequences for U.S. relations with both Middle Eastern countries and European allies." Perez was listed as a messman on that voyage aboard the *Steel Chemist*, but he spent most of his 34-year SIU career as a member of the engine department. He joined the union in 1954 and became a U.S. citizen in 1957.



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

Welcome Ashore

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



DEEP SEA

JAMES BERNACHI

Brother James Bernachi, 65, joined the SIU in 1975 while in the port of St. Louis. He initially sailed with Inland Tugs. Brother Bernachi was born in St. Louis and shipped in the deck department. He upgraded often at the Paul Hall Center in Piney Point, Md. Brother Bernachi's most recent trip was on the *American Merlin*. He lives in Cahokia, Ill.



DONALD BYRD

Brother Donald Bryd, 68, started his SIU career in 2001 as the NMU was merging into the Seafarers. The deck department member primarily worked with Keystone Shipping Service. In 2008, Brother Bryd attended classes at the Piney Point school. He calls Mobile, Ala., home.



JOSEPH CALLAGHAN

Brother Joseph Callaghan, 66, began sailing with the union in 1968. His first trip was on the *OMI Sacramento*. Brother Callaghan worked in the engine department. His most recent voyage was aboard the *1st Lt. Jack Lummus*. Brother Callaghan makes his home in the Philippines.

GUADALUPE CAMPBELL

Sister Guadalupe Campbell, 65, signed on with the Seafarers in 1991 in New Orleans. She originally sailed aboard the *Liberty Star*. Sister Campbell shipped in the engine department. In 1999, she upgraded her skills at the SIU-affiliated school in Piney Point, Md. Sister Campbell's last trip was on the *Brenton Reef*. She is a resident of Kenner, La.

EDWARD COLLINS

Brother Edward Collins, 64, donned the SIU colors in 1967. The steward department member's first trip was with South Atlantic Caribbean. Brother Collins attended classes on numerous occasions at the Paul Hall Center in Piney Point, Md. Prior to his retirement, he worked aboard the *Eagle*. Brother Collins resides in Spring, Texas.



PERRY ELLIS

Brother Perry Ellis, 65, became an SIU member in 1966. He originally sailed on the *Fairport*. Brother Ellis

enhanced his skills on two occasions at the maritime training center in Piney Point, Md. He sailed in the engine department. Brother Ellis' final ship was the *Maersk Maryland*. He calls Gainesville, Fla., home.



DON FILONI

Brother Don Filoni, 65, joined the Seafarers in 1991. He was employed with Waterman Steamship Corporation for the duration of his career. Brother Filoni worked in the deck department. He attended classes in 1993 at the Paul Hall Center. Brother Filoni lives in Welaka, Fla.



RANDOLPH LLANES

Brother Randolph Llanes, 65, was born in Manila. He began shipping with the SIU in 1979. Brother Llanes first worked on Tyco's *Long Lines*. He was an engine member department member. Brother Llanes' last voyage was aboard the *Horizon Falcon*. He now makes his home in Oakland, Calif.

WILLIAM LOWERY

Brother William Lowery, 65, started sailing with the union in 1997. He sailed in the deck department. In 2001, Brother Lowery took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. He most recently shipped on the *Observation Island*. Brother Lowery is a resident of Pensacola, Fla.



MICHAEL PECK

Brother Michael Peck, 59, signed on with the SIU in 1974. He initially worked aboard a Rye Marine vessel. Brother Peck was born in Fort Worth, Texas, and sailed in the deck department. He attended classes frequently at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Before his retirement, Brother Peck shipped on the *Oakland*. He resides in American Canyon, Calif.

JUAN ROSARIO

Brother Juan Rosario, 69, became an SIU member in 1968 while in the port of New York. He originally shipped aboard the *Jefferson City*. Brother Rosario sailed in all three departments during his career. He enhanced his seafaring abilities in 1985 and 2001 at the union-affiliated school in Piney Point, Md. Brother Rosario's final ship was the *Horizon Navigator*. He calls Bethle-

hem, Pa., home.

CHARLES SADLER

Brother Charles Sadler, 67, donned the SIU colors in 1998. His first vessel was the *Maersk Tennessee*; his most recent, the *Liberty Glory*. Brother Sadler was a member of the engine department. He upgraded often at the Piney Point school. Brother Sadler lives in St. Augustine, Fla.



CARLOS SIERRA

Brother Carlos Sierra, 66, joined the Seafarers in 1991. He initially sailed on the *Sealift Mediterranean*. Brother Sierra is a native of Honduras. The steward department member upgraded his skills on two occasions at the Paul Hall Center. Brother Sierra most recently shipped aboard the



Liberty Glory. He makes his home in Laplace, La.

ROBERT SUTHERLAND

Brother Robert Sutherland, 63, began shipping with the SIU in 1998. His first trip was on the *Del Sud*. Brother Sutherland worked in the steward department. His most recent voyage was aboard the *Liberty Grace*. Brother Sutherland is a resident of New Orleans.

RONALD VANTRESS

Brother Ronald Vantress, 65, started his SIU career in 1969 while in New Orleans. He originally worked on the *Del Uruguay*. Brother Vantress sailed in the deck department. His last trip was aboard the *Robert E. Lee*. Brother Vantress settled in Tallahassee, Fla.

RUDOLPH WINFIELD

Brother Rudolph Winfield, 66, signed on with the Seafarers in 1965. He initially sailed on the *Cottonwood Creek*. Brother Winfield sailed in the steward department. Prior to his retirement; Brother Winfield sailed aboard the *Quality*. He calls Norfolk, Va., home.

INLAND

DONALD AUTERY

Brother Donald Autery, 59, donned the SIU colors in 1989. The deck department member sailed with Allied Transportation Company for the vast majority of his career. In 2002 and 2007, Brother Autery took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. He resides in South Mills, N.C.



WILLIAM DEKKER

Brother William Dekker, 58, became a Seafarer in 1981 in Norfolk, Va. His first trip was aboard a vessel operated by Lynnhaven Service Inc. Brother Dekker attended classes on two occasions at the SIU-affiliated school. He sailed in the deck department. Brother Dekker last worked on a Great Lakes Dredge & Dock's boat. He lives in Chesapeake, Va.

Continued on Page 20

This Month In SIU History

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

1948

The Atlantic and Gulf District of the Seafarers International Union is hale and hearty as it approaches the 10th anniversary of its founding. It is, in fact, in sounder shape than at any other time in its history. It enjoys the distinction of being perhaps the most formidable organization of maritime workers bound together by joint purpose of any waterfront group in the nation. The most pointed example is when the SIU netted a \$12.50 across-the-board pay wage increase for all hands and \$25 for bosuns. In every instance, bold moves were overwhelmingly supported by the membership, which saw each of the moves pay dividends.

1963

Upholding long-standing SIU and industry protests that the Cargo Preference Act and other U.S. shipping legislation was being bypassed at the expense of the American-flag fleet, top government officials in the persons of Vice President Lyndon Johnson and Attorney General Robert Kennedy have rallied behind the maritime industry in its fight to obtain a fair share of government-financed cargo ships. The vice president, on a goodwill tour this month through the Scandinavian countries, lashed back at European critics of U.S. shipping legislation – specifically the 50-50 law – and emphasized the right of the U.S. government to “assure our nation of a private maritime capacity.” At the same time ... the attorney general took a big step on Sept. 9 in plugging a loophole developed by the agriculture department in interpreting the 50-50 law. He ruled that

cargo preference for U.S. ships not only applies to foreign aid shipments on a government-to-government basis, but also on surpluses financed by the federal government and sold to foreign traders as “private” transactions.

1981

This country's first big demonstration of the 1980s was one organized by the AFL-CIO. Its success was obvious when on Sept. 19 – Solidarity Day – a huge crowd of approximately 300,000 workers, civil rights activists and other concerned citizens marched on the nation's capital. They were protesting the administration's budget cuts that will end many of the social benefits for which workers have struggled, as well as weaken the rules that help protect their safety on the job. The SIU, which provided the security for the march, sent several hundred Seafarers from New York, Philadelphia, Baltimore, Norfolk and the Harry Lundberg School of Seamanship in Piney Point, Md.

1996

A last-minute effort to gut the Jones Act appears to be blocked in the House of Representatives because of widespread bipartisan support among the panel and sub-committee members who have jurisdiction over a newly introduced bill. Just hours before members of the House and Senate left Capitol Hill in early August for their summer recess, Rep. Nick Smith (R-Mich.) introduced the Coastal Shipping Competition Act. Chances for movement of H.R. 4006 may be minimal because of an April 15 statement of support for the Jones Act signed by 15 legislators, including the complete membership of the House Merchant Marine Oversight Panel.



Final Departures



DEEP SEA

CHARLES ARASA

Brother Charles Arasa, 51, passed away March 22. He first donned the SIU colors in 2001 in San Francisco. Brother Arasa's earliest trip was on the *Global Mariner*. The steward department member most recently worked aboard the *USNS Bowditch*. Brother Arasa was a resident of Stockton, Calif.

JOHN AVERSA

Pensioner John Aversa, 83, died March 5. Brother Aversa was born in New York. He started sailing with the SIU in 1952. Brother Aversa was first employed with Blidberg Rothchild Company. He worked in the deck department. Brother Aversa's last voyage was aboard the *Developer*. He began collecting his retirement compensation in 1994. Brother Aversa settled in Summerfield, N.C.

WILLIAM CRUICKSHANK

Pensioner William Cruickshank, 72, passed away March 16. Brother Cruickshank joined the union in 1962. He initially shipped aboard the *Mt. McKinley*. Brother Cruickshank was a deck department member. His final ship was the *Westward Venture*. Brother Cruickshank retired in 2004. He was born in Ohio but resided in the Philippines.



CHARLES DANDRIDGE

Pensioner Charles Dandridge, 92, died March 1. Brother Dandridge was born in Alabama. He began his seafaring career in 1951 while in Mobile, Ala. He originally shipped on the *Chiwawa* and primarily sailed in the deck department. Prior to his retirement in 1979, Brother Dandridge worked on the *Columbia*. He was a resident of Mobile.



ERNEST DUHON

Pensioner Ernest Duhon, 66, passed away April 7. Brother Duhon became a Seafarer in 1965. His first vessel was the *Del Norte*; his last, the *Horizon Fairbanks*. Brother Duhon, who sailed in the deck department, went on pension in 2007. The New Orleans native made his home in Longview, Wash.



BOBBY EDWARDS

Pensioner Bobby Edwards, 74, died April 15. Brother Edwards joined the SIU in 1960. His earliest voyage was aboard the *Cottonwood Creek*. Brother Edwards was born in North Carolina and sailed in engine depart-

ment. His final trip was on the *Ultra Max*. Brother Edwards started receiving his retirement compensation in 2002. He lived in Wagram, N.C.

MARCELO EIMAR

Pensioner Marcelo Eimar, 95, passed away March 26. Brother Eimar was a native of the Philippines. He started sailing with the union in 1955. Brother Eimar's first trip to sea was on the *Ft. Hoskins*. He shipped in the engine department. Brother Eimar last worked aboard the *Santa Maria*. He became a pensioner in 1981 and called the Philippines home.

MARVIN EMANS

Pensioner Marvin Emans, 83, died April 26. Brother Emans was born in Minnesota. He began sailing with the union in 1972 in the port of New York. Brother Emans' earliest trip was on the *Noma*. The engine department member's final trip was aboard the *Galveston*. Brother Emans retired in 1985 and resided in Edmonds, Wash.



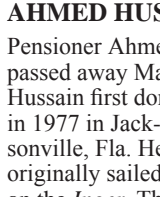
CRISTOBAL GARCIA

Brother Cristobal Garcia, 70, passed away April 3. He joined the SIU in 2001 during the SIU/NMU merger. Brother Garcia, who worked in the steward department, last sailed on the *Green Dale*. He was a resident of Ocon Park, N.Y.



GEORGE HAMMOCK

Pensioner George Hammock, 92, died April 2. Brother Hammock became a Seafarer in 1948 in Norfolk, Va. He initially shipped with Waterman Steamship Corporation. A member of the deck department, Brother Hammock last sailed aboard the *Jefferson Davis*. He went on pension in 1984 and called Tampa, Fla., home.



AHMED HUSSAIN

Pensioner Ahmed Hussain, 72, passed away March 11. Brother Hussain first donned the SIU colors in 1977 in Jacksonville, Fla. He originally sailed on the *Inger*. The steward department member last shipped aboard the *Westward Venture*. Brother Hussain retired in 2000 and lived in Tacoma, Wash.



JAMES MCLINDEN

Pensioner James McLinden, 88, died April 11. Brother McLinden, a Pennsylvania native, joined the union in 1943 while in Mobile, Ala. He initially shipped on a Calmar Steamship vessel. Brother McLin-

den sailed in the deck department. His last ship was the *Beaver State*. Brother McLinden went on pension in 1985 and resided in Philadelphia.



ARMANDO MONCADA

Pensioner Armando Moncada, 78, passed away March 23. Brother Moncada joined the SIU ranks in 1973 while in New Orleans. The steward department member's first trip to sea was aboard the *Belgium Victory*. Brother Moncada last shipped on the *Stonewall Jackson*. He started collecting his pension in 1999 and made his home in Honduras.



GEORGE OBERLE

Pensioner George Oberle, 76, died March 1. Brother Oberle began his seafaring career in 1967 in the port of Baltimore. He originally sailed with Interocean American Shipping Company. Brother Oberle worked in the deck department. He last shipped on the *Global Mariner*. Brother Oberle became a pensioner in 2001 and lived in Baltimore.

LEIF PEDERSEN

Pensioner Leif Pedersen, 76, passed away March 11. He was born in Denmark. Brother Pedersen started sailing with the SIU in 1991. He initially shipped aboard the *Sealift China Sea* as a member of the deck department. Brother Pedersen's final ship was the *Nantucket Shores*. He retired in 2002 and settled in Pearl River, La.



ERNEST PURAS

Pensioner Ernest Puras, 90, died March 7. Brother Puras became a union member in 1954. He sailed in the deck department of vessels operated by Waterman Steamship Corporation including the *Fairport* and *Jefferson Davis*. Brother Puras began receiving his retirement compensation in 1981. He called Laredo, Texas, home.



DUANE STEVENS

Brother Duane Stevens, 60, passed away March 21. He first donned the SIU colors in 1972. Brother Stevens initially sailed aboard the *Trans Oneida*. A member of the deck department, he was last employed on the *Nuevo San Juan*. Brother Stevens made his home in Loranger, La.

FELIPE TORRES

Pensioner Felipe Torres, 78, died March 7. Brother Torres joined the union in 1966. He shipped with Gulf Canal Line during his early years. Brother Torres was born in Richmond, Texas, and sailed in the engine department. Before retiring in 1996, he sailed on the *Overseas Arctic*. Brother Torres was still a resident of Richmond.



JOHN WHITED

Pensioner John Whited, 90, passed away March 29. Brother Whited, a native of Tennessee, began sailing with the SIU in 1951. His first voyage was aboard the *Alcoa Ranger*. Brother Whited was a deck department member. His final trip was on the *Del Mar*. Brother Whited retired in 1976 and continued to reside in Tennessee.



INLAND

GUS BREAUD

Pensioner Gus Breaud, 86, died March 23. Brother Breaud was born in Reserve, La. He joined the SIU in 1962 while in New Orleans. Brother Breaud primarily shipped with National Marine Service. In 1983, he went on pension and settled in Norco, La.

ELBERT DAVIS

Pensioner Elbert Davis, 84, passed away April 16. Brother Davis started his SIU career in 1967. He originally worked with Stuart Transportation Company. Brother Davis sailed in the deck department. Prior to his retirement in 1994, he shipped on a Mariner Towing vessel. Brother Davis lived in Nashville, Tenn.

MATTHEW HOBAN

Brother Matthew Hoban, 49, died March 27. He became a union member in 2004. Brother Hoban sailed aboard the *ITB Cleveland* for the duration of his career. He worked in the engine department and called Cleveland, Ohio, home.

AUBREY JORDAN

Pensioner Aubrey Jordan 70, passed away March 31. Brother Jordan was born in Alabama. The deck department member joined the SIU in 1975 and sailed with Dravo Basic Materials. Brother Jordan became a pensioner in 2004. He was a resident of Range, Ala.

JAMES MIHOLICK

Brother James Miholick, 60, died April 10. He began sailing with the union in 1988. Brother Miholick's earliest trip was with Bay Houston Towing. He last worked in the deck department of a G&H Towing ves-

sel. Brother Miholick made his home in Lemarque, Texas.

THOMAS ODOM

Pensioner Thomas Odom, 91, passed away April 9. Brother Odom first donned the SIU colors in 1962. He mainly worked with Dravo Basic Materials Company. Brother Odom started collecting his pension in 1983. He continued to reside in his native state of Alabama.

LOLA PINKSTON

Pensioner Lola Pinkston, 83, died April 21. Sister Pinkston began sailing with the union in 1981. She was born in Arkansas. Sister Pinkston was a steward department member. She originally shipped with Heartland Transportation. Sister Pinkston was last employed by Orgulf Transport Company. She retired in 1993 and lived in Bruceton, Tenn.

JAMES ROLIN

Brother James Rolin, 57, passed away April 24. He joined the SIU in 1977, initially sailing aboard a Dixie Carriers vessel. Brother Rolin shipped in the deck department. His final trip was with Crowley Towing & Transportation of Wilmington. Brother Rolin was a resident of Harrison, Mich.

BLAINE TOMPSON

Brother Blaine Tompson, 37, died April 5. The deck department member started shipping with the union in 1994. Brother Tompson was primarily employed with Crescent Towing & Salvage of New Orleans. He called Louisiana home.

JOSEPH ZOOK

Pensioner Joseph Zook, 67, passed away April 7. Brother Zook was a Maryland native. He became an SIU member in 1973. Brother Zook first sailed with McAllister Towing of Baltimore as a member of the steward department. His most recent trip was on an Express Marine Inc. vessel. Brother Zook went on pension in 2011 and made his home in Baltimore.

LAYTON CONAWAY

Pensioner Layton Conaway, 88, died March 4. Brother Conaway started sailing with the NMU in 1942. During his seafaring career he shipped aboard the *Ticonderoga* and the *Robin Gray*. Brother Conaway went on pension in 1970. He made his home in Cocoa, Fla.



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.

USNS BRUCE HEEZEN (3PSC), June 16 – Chairman **Robert Natividad**, Secretary **Abraham Mills**, Educational Director **Dencio Cayan**, Engine Delegate **Derrick Hurt**, Steward Delegate **Marta Williams**. Chairman thanked crew members for safe voyage. Secretary thanked crew for helping keep ship clean and good cooperation all around. Educational director reminded mariners to go to Paul Hall Center in Piney Point for upgrading, and also to check expiration dates and renew documents on time. No beefs or disputed OT reported. Bosun reminded Seafarers to use the member portal on the SIU website and also to check the main site for the latest issue of the LOG. Crew passed a motion thanking SIU President Michael Sacco “for a great job in securing a new standard contract.” Crew asked for clarification about operating deck machinery. They said better internet service is needed at sea and in port. Crew thanked steward department for good job.

OCEAN TITAN (Crowley), June 17 – Chairman **Pablo Borja**, Secretary **Peter Schuetz**, Educational Director **Robert Flesey**. Chairman pursuing verification concerning watchstanding question. He announced payoff scheduled for Houston and reminded departing crew members to clean their respective rooms. Secretary listed several items requested by crew, including equipment for crew mess. Educational director encouraged mariners to upgrade at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. All hands expressed appreciation to steward department. Next port: Houston.

HORIZON KODIAK (Horizon Lines), June 17 – Chairman **Garry Walker**, Secretary **Lovie Perez**, Educational Director **Charles Wharton**, Deck Delegate **Daniel Lovely**, Engine Delegate **Dennis Adjetey**, Steward Delegate **Fakhruddin Malahi**. Somewhat ironically, chairman cautioned mariners to beware of Kodiak bears while ashore, as more sightings are being reported. Secretary encouraged members to visit SIU website, where Seafarers can check their sea time, medical eligibility, dues status and much more. Educational director said, “Upgrade at Piney Point. It’s there for you.” Treasurer reported \$4,460 in ship’s fund. No beefs or disputed OT reported. Crew suggested increasing pension benefits. They thanked SA **Talama Moega** for keeping linen lockers neat and clean. Next ports: Tacoma, Wash.; Anchorage, Alaska; and Kodiak, Alaska.

HORIZON DISCOVERY (Horizon Lines), June 17 – Chairman **Wilfredo Velez**, Secretary **Michael Amador**, Educational Director **Eric Bain**, Deck Delegate **William Brown**, Engine Delegate **Anthony Thomas**, Steward Delegate **Alex Cordero**. Chairman discussed email notifications available from the Coast Guard concerning expiration dates of MMDs/MMCs. He said payoff at sea is scheduled for tomorrow, and announced the new standard contract takes effect July 1. Secretary thanked crew for keeping areas clean at all times, and praised chief cook and SA for jobs well done. Educational director urged fellow members to upgrade “as soon as you can. If you are ready, Piney Point is ready for you.” No beefs or disputed OT reported. President’s

Remembering Brother Saunders

On July 5, Seafarers and officers on the *Alliance St. Louis* paused to remember the late Recertified Bosun James W. Saunders, who passed away earlier this year at age 62. A traditional shipboard memorial service took place aboard the Maersk Line, Limited vessel during a voyage that began in Jacksonville, Fla., and Brother Saunders’ remains were committed to the sea. A few photos from the service are shown here, courtesy of vessel master Capt. F.B. Goodwin. The *Alliance St. Louis* was the bosun’s last ship – he sailed aboard it in the spring.



report from most recent issue of *Seafarers LOG* was read. Crew asked that minimum retirement age be lowered. Vote of thanks given to galley gang. Next port: Jacksonville, Fla.

ALLIANCE BEAUMONT (Maersk Line, Limited), June 24 – Chairman **Thomas Banks**, Secretary **Charles Brooks**, Deck Delegate **Charles Collins**, Steward Delegate **Larry Griffin**. Chairman reminded crew to leave rooms and laundry clean for reliefs. Educational director urged mariners to keep documents current and take advantage of upgrading opportunities at Piney Point. No beefs or disputed OT reported. Crew urged union to protect customary overtime as it relates to new rest-hour requirements in the Manila Amendments to the STCW Convention. Crew thanked steward department for barbecues and overall outstanding job. They also thanked electrician for keeping AC running in good order on Middle East run. Next port: Beaumont, Texas.

SEALAND CHARGER (Maersk Line, Limited), June 30 – Chairman **Robert Pagan**, Secretary **Allen Hollinger**, Educational Director **Matt Ditullio**, Deck Delegate **Nagi Musaid**. Chairman announced upcoming payoff. He reminded mariners to carry TWIC cards during shore leave in U.S. ports. He thanked steward department for

job well done and said port agent is scheduled to come aboard with copies of new contract. Secretary reminded everyone to keep documents current and training record book up-to-date. He also reminded members to stay current on dues. He mentioned the TSA’s new extended expiration date TWIC, available beginning in August. Educational director encouraged mariners to upgrade in Piney Point, Md. No beefs or disputed OT reported. Crew asked for clarification about STCW-related regulations. They requested new mattresses. Next ports: Los Angeles and Oakland, Calif.

SEABULK ARCTIC (Seabulk Tankers), June 30 – Chairman **Ronald Paradise**, Secretary **Alan Bartley**, Educational Director **Reginald Hunter**, Deck Delegate **Francisco Rochez**, Engine Delegate **Lakisha Barnes**, Steward Delegate **Mario Fernandez**. Chairman gave vote of thanks to deck department and said they’ve “been working very hard and everything looks great.” He reminded crew to check net on gangway before raising or lowering, to make sure net isn’t hung in rollers. Crew and officers signed letter asking for transportation from ship to gate in Port Arthur, Texas, without cost to mariners. Secretary asked crew to continue helping keep mess hall and crew lounge clean. He also said if anyone wants a particular menu item, just ask and steward

will try his best to get it. Educational director encouraged everyone to upgrade at Paul Hall Center in Piney Point, renew documents before they expire, and contribute to SPAD. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: Tampa, Fla.

EVERGREEN STATE (Crowley), July 1 – Chairman **Gregory Jenkins**, Secretary **Tyrell Thabit**, Educational Director **Montree Nakwicheh**, Steward Delegate **Demetrio Faulve**. Chairman informed crew of scheduled wage increase and discussed changes to manning scale. Educational director encouraged eligible mariners to upgrade at Paul Hall Center in Piney Point, Md.; course information is listed in *Seafarers LOG*. No beefs or disputed OT reported. Crew suggested reducing requirements for pension eligibility. Next port: Long Beach, Calif.

USNS HENSON (3PSC), July 7 – Chairman **Mark Grzegorzczak**, Secretary **Marlon Battad**, Educational Director **Kevin Lewis**, Engine Delegate **Michael Durago**, Steward Delegate **Salvador Deguzman**. Chairman stated danger-pay issue has been resolved amicably. He said ship had a good trip, and acknowledged Chief Cook Deguzman and OS **Mahlik Rogers** for their hard work. He also encouraged members to donate to SPAD and MDL. Secretary thanked everyone for helping

keep public areas neat and clean. Educational director urged fellow members to upgrade their skills at the Paul Hall Center; related forms are available on the ship. He reminded everyone to keep documents current, and explained the new extended expiration date TWIC. No beefs or disputed OT reported. Chairman read SIU President Michael Sacco’s column from latest LOG and encouraged all members to read each edition to keep up with union matters. Chairman discussed importance of awareness and safety while in port. He thanked galley gang for job well done and great barbecues every Sunday. Engine department asked crew to report any drain issues early. Next port: Pusan, Korea.

HORIZON PRODUCER (Horizon Lines), July 11 – Chairman **Tommie Benton**, Secretary **Kristin Krause**, Educational Director **Angel Hernandez**. Crew asked for clarification concerning wage increases for Horizon vessels. Secretary explained vessel’s trash policy. Educational director reiterated request to have patrolman or other official clarify wage increases. No disputed OT reported. Crew suggested reducing requirements to qualify for pension, and to add cost-of-living increases to pension benefits. They also suggested changes to how contracts are negotiated and how they’re presented to crews.

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.



Continued from Page 17

MICHAEL FLEMING

Brother Michael Fleming, 62, joined the union in 1968 while in the port of New Orleans. Brother Fleming originally sailed in the deep sea division as a member of the deck department. His first ship was operated by Hudson Waterways Corporation.



Brother Fleming upgraded in 1968 at the Paul Hall Center in Piney Point, Md. Prior to his retirement, he worked with Mariner Towing. Brother Fleming settled in Hot Springs Village, Ariz.

JAMES FRANCESCHI

Brother James Franceschi, 66, started sailing with the SIU in



1974. He initially shipped with Wade Towing Inc. Brother Franceschi was a member of the deck department. He most recently sailed aboard a Mariner Towing vessel. Brother Franceschi makes his home in Laguna Vista, Texas.

HEINZ GLEIXNER

Brother Heinz Gleixner, 57, began his SIU career in 1976. He first sailed with Crowley of Puerto Rico. Brother Gleixner worked in the engine department. His most recent trip was aboard a vessel operated by Crowley Towing & Transportation. Brother Gleixner is a resident of Bayamon, P.R.



MARK HALLAHAN

Brother Mark Hallahan, 58, signed on with the union in 1981. He initially sailed on the *Manhattan Island*. In 2001, Brother Hallahan took advantage of educational opportunities at the Piney Point school. He last shipped aboard the *Terrapin Island*. Brother Hallahan calls New Smyrna Beach, Fla., home.

EDWARD HAYWOOD

Brother Edward Haywood, 55, joined the SIU in 1996 while in the port of Philadelphia. He was mainly employed with Crowley Liner Services during his career. Brother Haywood resides in Blackwood, N.J.

WILLIAM HUDGINS

Brother William Hudgins, 63, was

born in Virginia. He became an SIU member in 1993 in Norfolk, Va. Brother Hudgins primarily shipped with Allied Transportation Company. He frequently attended classes at the Piney Point school. Brother Hudgins worked in both the steward and deck departments. He settled in Cardinal, Va.

ROY LINDLEY

Brother Roy Lindley, 58, donned the SIU colors in 1969. He sailed with G&H Towing for the duration of his career. Brother Lindley was an engine department member. He enhanced his skills in 1977 at the union-affiliated school. Brother Lindley lives in Ingleside, Texas.



STEVEN MITCHELL

Brother Steven Mitchell, 55, joined the union in 1981 in Piney Point, Md. His earliest trip was with Higman Barge Lines. Brother Mitchell last sailed with Crowley Towing & Transportation of Jacksonville. The deck department member



makes his home in Florida.

JOHN MULLEN

Brother John Mullen, 62, is a native of North Carolina. He signed on with the SIU in 1976. Brother Mullen enhanced his skills frequently at the Paul Hall Center.



He was mainly employed as a member of the deck department with Allied Transportation Company. Brother Mullen calls Engelhard, N.C., home.

DOUGLAS REYNOLDS

Brother Douglas Reynolds, 62, began sailing with the union in 1978. His first trip was on a Tug Management Corporation vessel. Brother Reynolds worked in the deck department. He upgraded his skills at the Piney Point school several times. Brother Reynolds' most recent trip was aboard an Allied Towing vessel. He resides in Webster, Fla.



WALLACE ROSSER

Brother Wallace Rosser, 62, became an SIU member in 1970. He sailed in

the deck department. Brother Rosser enhanced his seafaring abilities in 1991 and 1992 at the union-affiliated school in Piney Point, Md. His final ship was operated by Turecamo Maritime. Brother Rosser lives in Waggaman, La.



SALVATORE SAGGESE

Brother Salvatore Saggese, 57, donned the SIU colors in 1996 while in Philadelphia. He mostly sailed with Crowley Liner Services. Brother Saggese was born in Pennsylvania. He settled in Cinnaminson, N.J.

RICHARD SALTER

Brother Richard Salter, 71, started sailing with the SIU in 2004. He was originally employed by Penn Maritime Inc. In 2004, Brother Salter took advantage of educational opportunities available at the Piney Point school. He is a resident of Saraland, Ala.



Know Your Rights

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

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

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

by certified mail, return receipt requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

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

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 761 – Fourteen Phase I and Phase III unlicensed apprentices completed their requirements in this course July 6. Those graduating (above, in alphabetical order) were: Ahmed Yahya Ali, Justin Biggerstaff, Lars Edvardsen, Aaron Ellis, George Erwin Jr., Adrain Fraccarolli, Bernard Hall, James Hargrove, William McCrory, Ammar Mohamed, Ali Musid, Chad Parks, Edward Seelig and Joseph Turcketta. Class Instructor Ben Cusic is at the far right. (Note: Not all are pictured.)



Welding – Nine upgraders graduated from this course July 27. Completing their requirements (above, in alphabetical order) were: Jose Bonita, Felix Garcia, Fernando Ortega, Orlando Pajarillo Jr., Melvin Ratcliff, Salah Saleh, Thomas Swayne, Gregory Thomas and Timothy Van Pelt II. Buzzy Andrews, their instructor, is at the far left.



FOWT – The following upgraders (above, in alphabetical order) finished this course July 20: John Bodden, Mashanda Carr, Keith Carswell, James Cronk III, William Gibson, Febian Jefferson, Ian Jordan, Andre Mitchell and Deralle Watson. Their instructor, Tim Achorn, is standing at the far right.



Tankship Familiarization DL – Nine upgraders graduated from this course July 27. Completing their requirements (above, in alphabetical order) were: Darryl Bence, John Cedeno Jr., Fontanos Alejandro Ellison, Alonzo Griswell, Rommel Lopez, Mohsen Omer Mohamed, Kenneth Powell, Cornelio Villano Jr., and Fernandez Wilcox. Brad Wheeler, their instructor, is second from the left.



STOS – Eight individuals completed this course July 27. Those graduating (above, in alphabetical order) were: Kevin Blackman, Carlos Cayetano, Chantell Dawson, Derek Gomez, Howard Guilliams, Clint Omisong, Diomedes Vigo and DeMilton Wheat. Class Instructor Bernabe Pelington is standing at the far left.



Tankship Familiarization DL – Two classes of Phase III unlicensed apprentices and upgraders graduated from this course July 13. Finishing their requirements (above, in alphabetical order) were: Randy Baggs, Carmelo Calderon, Gary Congden, Randall Craig, Rio Cuellar, Clifford Evans, Jacob Gawne, Jason Horn, Rayshaun Hughes, Hamza Jinah, David McGuire, Yousef Mohamed, Robert Neff, Ronald Nicol, Justin Robertson, Jorge Roman, Robert Sale, Victor Sanchez, Harry Schrefer, William Sculley, Edward Smigielski, Ryan Taylor, Evgeny Umanskiy, Joshua Weiner and Justin Wilson. (Note: Not all are pictured.)

Junior Engineer – Two classes of upgraders completed this course July 6. Those graduating (photo at right, in alphabetical order) were: Rafael Alvarez-Chacon, Benjamin Anderson, Brandy Baker-Days, Andrew Beach, Randy Corey, Eric Cunan, Aleksander Djatschenko, Mark Fitzgerald, Felix Garcia, Fred Green, Marlon Green, Creg Gumanas, Derek Ivory, Kevin Kelly, Noorudin Muthala, Fernando Ortega, Jessie Parente, Lamar Pinckney, Elijah Stewart-Eastman, Richard Striverson, Timothy Van Pelt II, Labarron West, Pavis Whitley and Igor Yakunkov. Class Instructor Jay Henderson, is standing at the far right. (Note: Not all are pictured.)



Paul Hall Center Classes



BST – Fifteen Seafarers completed this course July 13. Graduating (photo at left, in alphabetical order) were: Abdulrub Atiah, Darryl Bence, Justin Biggerstaff, David Brewster, John Cedeno, Jose David, Ekow Doffoh, Albert Dulig, Kenneth Powell, Timothy Sexton, Richard Shelton, Jason Stutes, Cornelio Villano, Teena Werner and Fernandez Wilcox. Class Instructor Mark Cates is standing at the far right.

Important Notice

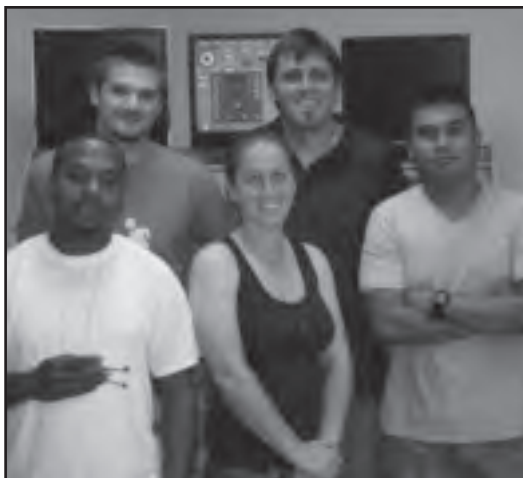
Students who have registered for classes at the Paul Hall Center for Maritime Training and Education, but later discover - for whatever reason - that they can't attend, should inform the admissions department immediately so arrangements can be made to have other students take their places.



Basic & Advanced Fire Fighting – Nine upgraders graduated from this course July 27. Those completing the required training (above, in alphabetical order) were: David Brewster, Martin Hamilton, Tobi Johnson, Eric Kjellberg, Worlise Knowles III, Keith McIntosh, Kirk Pegan, Stephen Prendergast and A.T.M. Zahid Reza. Class Instructors Wayne Johnson Jr., and Wayne Johnson Sr. are at the far left and far right, respectively.



Medical Care Provider – Six upgraders finished their requirements in this course Aug. 3. Graduating (above, in alphabetical order) were: Brandon Braam, David Brewster, Martin Hamilton, Worlise Knowles III, Keith McIntosh and Whitney Sheridan. Class Instructor Mark Cates is at the far right.



Radar Observer – The following upgraders (above, in alphabetical order) graduated from this course and received certificates July 27: Satchel Caffy, Donny Castillo, Stacy Murphy, Rudy Puerto and Keith Reeder.



Water Survival – Three upgraders completed their requirements in this course July 6. Graduating (above, in no particular order) were: Jose Bonita, Daid Brewster and Diomedes Vigo. Class Instructor Ben Cusic is at the far left.



ARPA – The following upgraders (above, in alphabetical order) completed this course Aug. 3: Satchel Caffy, Donny Castillo, Samantha Murphy, Stacy Murphy and Rudy Puerto.



Basic Rigging (Great Lakes Dredge & Dock) – Nine individuals from Great Lakes Dredge & Dock completed their requirements in this course July 20. Graduating (above, in alphabetical order) were: Michael Cuthbert, John Darby, Michael Dietz, Dudley Hyatt, James McKeithan, Richard Mills Jr., George Smith, Billy Spivey and David Sullivan. (Note: Not all are pictured.)



BST (Hawaii) – The following individuals (above, in alphabetical order) completed this course July 28 at the Seafarers Training Facility in Barbers Point, Hawaii: Matthew Altepeter, Vincente Delas Alas, Kimberly Freeman, Alexandra Glomb, Donald Highsmith, Rodel Inzo, David Klotz, Jessie Libatog, Vargese Martin Pallikkal, Jazmin Martinez, Aldean McFarlane, John Mitroff, Jeffery Morris, Brandon Poindexter, Jonathan Retzlaff, Matthew Schuyler, Josette Smith, Lauren Winship and Christopher Wolfe.



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SIU Snapshots



SPECIAL GUESTS ABOARD USNS CHARLTON – Steward/Baker Steve Parker reports that the *USNS Charlton* recently hosted performers from Diavolo Dance Theater, an internationally renowned modern acrobatic dance company based in Los Angeles. The performers climbed aboard the Ocean Shipholdings-operated vessel for an Independence Day cookout in Gwangyang, Korea, where they'd been dancing as part of a World Expo 2012 festival. "It was really good to host them, especially on the Fourth of July," Parker noted. "After a month in Korea, they were really looking forward to a good barbeque, and we were proud to be able to provide it. I have never seen a group of people happier to be with fellow Americans and have good old-fashioned American food." Some of the performers are pictured enjoying the meal and in the posed photo, while Parker (foreground) and Chief Cook Caesar Mercado are in the other photo.



MEETING ON USNS HENSON – Following a recent union meeting aboard the 3PSC-operated *USNS Henson*, MDR Brandon Maeda (right in photo at right below with Chief Cook Salvador Deguzman) submitted these photos of Seafarers on the Navy-owned vessel. Seated from left to right in photo at left below are Bosun Mark Grzegorzcyk and SA Joseph Martin; standing from left are Chief Steward Marlon Battad, OS Mahlik Rogers and OS Rico Ecalnir. Pictured from left in the photo above are OS Ecalnir, Storekeeper Eric Johnson, SA Edgar Castillo and Chief Cook Deguzman.



ABOARD MAERSK CALIFORNIA – Recertified Steward Juan Vallejo Hernandez (left in photo at left, with Chief Cook Benjamin Advincula, right, and SA Desmond Baptiste) emailed these pictures from the *Maersk California*. The large group photo above, taken after a union meeting, includes Bosun Basil Dsouza, AB Gary Cardillo, AB Morris Foster, AB Robert Taylor, GUDE Malek Mohamed, AB Larry Tharp, QMED Todd Favaza, GUDE Faisal Abdo, Vallejo Hernandez, Baptiste and Chief Cook Twanna Moody. The vessel was sailing from Jebel Ali to Kuwait.

