



The **Seafarers Log**

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Waterman Reflagging Cargo Ship

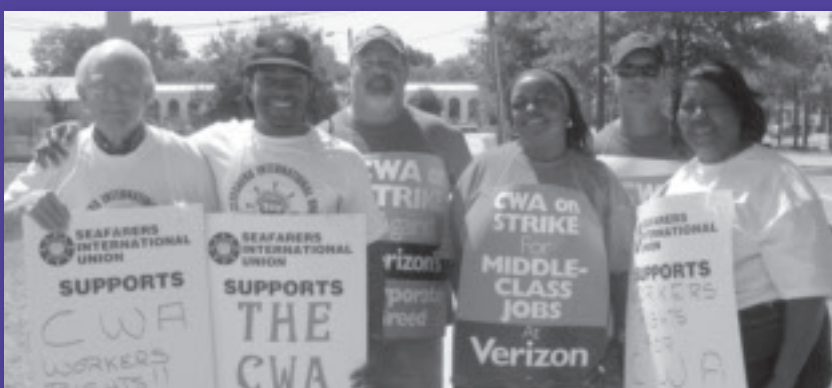
'Ice Class' Vessel Will Sail Under Stars and Stripes

Following an early August announcement that Seafarers-contracted Waterman Steamship had won a U.S. Military Sealift Command bid to operate a dry cargo "ice class" ship for up to five years, the company moved ahead with plans to bring the *MV Federal Patroller* (photo at right) under the American flag. The vessel is expected to sail to McMurdo Station in Antarctica and Thule Air Force Base in Greenland. Page 2. (Photo by Stan Laundon)



Seafarers Stand in Solidarity With CWA, IBEW Workers at Verizon

SIU members and officials on the East Coast turned out in several locations to demonstrate support for striking Verizon employees who are members of the Communications Workers of America or the International Brotherhood of Electrical Workers. The CWA and IBEW members returned to work Aug. 22, under an extension of their old agreements, as the unions and company went back to the bargaining table. Among the SIU personnel taking part in the picket lines were (photo above) President Michael Sacco (second from left) and Secretary-Treasurer David Heindel (far right), meeting with CWA personnel in Leonardtown, Md., and (photo below, in white T-shirts, from left) Norfolk, Va.-area Seafarers Willie Lupton, McKinley Thorne and Mary Slade. Page 3.



SIU Boatmen Welcome New OSG Tug, Barge

OSG America earlier this summer took delivery of the tug *Courageous* (photo below) and a corresponding barge, the OSG 244. The new ATB will operate in the Jones Act trade, carrying refined petroleum products in the Gulf of Mexico. A sister ATB is slated for delivery in the near future, possibly as soon as this month. Pictured aboard the *Courageous* during a recent stop near Ft. Lauderdale, Fla., is Cook Bob Simpson.



CIVMAR News
Pages 2, 11, 20, 24

SOS Campaign Update
Page 4

Union Plus Scholarships
Page 14

President's Report

A Nation Remembers

As our nation approaches the 10th anniversary of the tragic, world-altering attacks of September 11, 2001, I'm sure millions of our fellow Americans are or soon will be feeling some of the same powerful emotions we all shared back on that incomprehensible Tuesday morning.



Michael Sacco

On September 11 of this year (still more than two weeks away at the time of this writing), we will mourn the victims who worked in the Twin Towers, in the Pentagon and aboard the four airplanes, along with the passengers, remembering them with heavy hearts. Those of us in the labor movement surely will recall particularly painful-yet-proud memories of the hundreds of emergency workers – many of them union members, as were the flight crews – who gave their lives while trying to save others. We also remember the first responders, construction workers, transit workers and others who raced to the scenes to secure victims.

For sure, it's a time for reflection and for respectful remembrance. Inevitably, it's also a period to take stock of our nation's current security efforts and how they might be strengthened moving forward. But the anniversary itself is no time for political agendas or partisanship or arguing about whether TWIC cards are worth it. Our countrymen who lost their lives on 9/11 deserve better, as do those who've gone to war to fight terrorism around the globe.

In the SIU, we remember our own brothers and sisters who answered the nation's call on September 11. Those unfamiliar with our history may not know that SIU-crewed NY Waterway ferries evacuated an estimated 160,000 citizens from lower Manhattan starting almost immediately after the attacks. Also, the Seafarers-crewed hospital ship *USNS Comfort* was activated, and it assisted by transporting medical and other support personnel to New York in addition to carrying supplies and food. (Rescue workers eventually used the ship for lodging, a precious commodity for that time and place.)

Since then, thousands of Seafarers have supported our troops in the war on terror, delivering materiel to the Middle East and to other key positions and also bringing it back home. We definitely have lived up to the U.S. Merchant Marine's historic role as the nation's fourth arm of defense, and while I'd expect nothing less, I salute our SIU sisters and brothers for everything you've done in upholding our traditions. You have helped make America and indeed the world a safer place – a point that's been made by some of America's highest-ranking military leaders.

As an American, my memories of September 11 probably aren't all that different from those of most others. I remember the feelings of shock and anger, the sorrow for the victims and their families, and the determination to fight back.

But specifically as the president of the SIU, I have powerful and inspiring memories of our members going to the union halls or constantly staying in touch right after 9/11, because they were eager to do whatever they could to pitch in. I heard from our port agents and in some cases saw for myself the serious, unmistakable resolve in our members even when we were all uncertain about the exact nature of our military response. Those Seafarers didn't have to be asked if they were ready and willing and able. They stepped forward and asked, "What can we do to help defend our country?" (Some put it in more colorful terms, but the patriotic message was the same.)

It was said over and over again right after September 11 that "everything changed," and that America would never be the same. While I think that's proven to be true in some ways, and certainly not all of them bad, the attacks did not lessen America's greatness. If anything, the selflessness and heroism displayed by the rescue workers that day reflected the very best of the human spirit – the very best of the United States.

We also proved that we're capable of truly uniting as a people, and that's something I hope comes back to the surface as we mourn together this month. Those of us in the nation's capital when the recent earthquake struck on August 23 showed that spirit is still within us. Much of our nation's excellence stems from our diversity. Yet, we are all Americans first. And when we stand united, no one can take us down.



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



The *Federal Patroller* soon will sail under the American flag, with an SIU crew. (Photo by Stan Laundon)

Waterman Flagging In Cargo Ship

SIU-contracted Waterman Steamship in early August won a U.S. Military Sealift Command (MSC) bid to operate a dry cargo "ice class" vessel for up to five years – an award signaling job security for Seafarers.

As a result, the company is in the process of reflagging the *MV Federal Patroller* under the Stars and Stripes. The 11-year-old vessel currently sails under the Cyprus flag. It is 469 feet long and can sail at slightly more than 15 knots.

The ship's main missions are expected to be re-supply voyages to McMurdo Station in Antarctica and Thule Air Force Base in Greenland.

"This award means that the SIU will retain work that Seafarers have very ably handled for many years," said SIU Vice President Contracts George Tricker. "It's great news for the membership, and Waterman is to be congratulated."

MSC notified the company in a letter dated Aug. 3. The agency indicated that the vessel is to

commence operations between mid- and late December of this year.

The respective voyages to Antarctica and Greenland will offer Seafarers a chance to continue a decades-old tradition of support by U.S. Merchant Mariners. The Antarctica mission, known as Operation Deep Freeze, consists of not only delivering vital supplies to the National Science Foundation's McMurdo Station, but also bringing back items ranging from valuable ice core samples to all the waste that the station accumulates during the prior year. That operation has been backed by the U.S. Merchant Marine since 1952.

The trip to Greenland, meanwhile, has been a regular run for American crews since 1956. Known as Operation Pacer Goose, it is the main supply line for Thule Air Force Base, which is located halfway between the North Pole and the Arctic Circle. There are no local resources to sustain the base's residents.

More Progress in CMPI 610 Negotiations

The SIU Government Services Division, the U.S. Military Sealift Command (MSC) and the Military Sealift Fleet Support Command (MSFSC) are continuing negotiations on the Civilian Marine Personnel Instruction (CMPI) 610. The negotiations started in January 2010 and most recently continued in early July at SIU headquarters in Camp Springs, Md.

The parties are close to completing substantive negotiations with only a few provisions remaining that need to be drafted or further refined.

The bargaining teams did not meet in May but resumed their negotiations in June at SIU headquarters, assisted by Federal Mediation and Conciliation Service (FMCS) Mediator Rob Henninger. The June meeting lasted four full days and covered a wide range of topics. Among the major subjects discussed were: meals served to extra persons, meal hours, compensatory time, gangway watches, working aloft and reduced operation status (ROS). The parties also analyzed the data gathered from surveys distributed to the fleet regarding engine department welding.

SIU Government Services Division officials described the July negotiating session as very important and productive. The parties revisited every newly drafted provision to ensure consistency and clarity. While little substantive language was changed, the negotiators succeeded in revising several previously drafted provisions to make them easier to understand and more coherent with the larger document.

Moreover, the parties revisited many of the previously drafted sections in order to further refine and update the language based on information requests and surveys. The negotiating teams also focused on the overall organization of the new CMPI 610 with the goal of making it more user-friendly and concise than the current version.

As previously reported, these negotiations are intended to ensure that the new CMPI 610 will be as clearly written as possible and, as a result, will be applied consistently on all vessels throughout the fleet. Along with uniformity and clarity in the revised document, the union is focused on ensur-

ing that as work rules are modified, the overtime and penalty wages of CIVMARS are protected to the greatest possible extent. All consensus agreements will be reviewed at the end of the negotiations to determine if, as a result of any changes, CIVMARS have experienced more than a minor negative impact. The rules will also be reviewed to ensure that CIVMARS have not experienced an unintended gain.

In addition to finalizing the substantive negotiations, the SIU and MSC are moving through the CMPI 610 financial modeling process. The purpose of financial modeling is to achieve two main goals. From the SIU's perspective, the goal is to ensure that as a result of rule changes to the CMPI 610, unlicensed CIVMARS will not experience a significant adverse economic impact. From MSC's perspective the changes must fit into the negotiation ground rule which requires that the cost of the rule changes will remain within one percent (plus or minus) of MSC's fleet-wide overtime budget.

Financial modeling is completed by MSC representatives, MSC subject matter experts, union representatives, accountants and legal department members. Rule changes are analyzed in detail using payroll information from 22 MSC vessels.

In addition to the information in the payrolls, financial modeling team members review ships' logs and vessel masters' certificates as well as consult various vessel personnel to ensure that the information collected is as accurate as possible.

The union anticipates that the financial modeling for SIU-proposed CMPI 610 provisions will be completed this fall. If the SIU and MSC believe that changes are within the ground rule parameters, CMPI 610 negotiations will be complete and the implementation process will begin.

If the parameters are not met, the parties will return to the table to complete negotiations and work through issues to ensure that the parties' goals are met.

The union will keep MSC CIVMARS advised of the progress through future *LOG* articles and CIVMAR-GRAMS.



SIU Exec. VP Augie Tellez (center) walks with CWA members in La Plata, Md.



Members of CWA Local 2107 deliver their message in southern Maryland.

SIU Supports CWA, IBEW Members

More than 45,000 members of the Communications Workers of America (CWA) and International Brotherhood of Electrical Workers (IBEW) spent over two weeks on strike from early to mid-August following the breakdown of negotiations between the unions and Verizon Communications. Workers from all over the East Coast decided to strike in order to combat anti-worker and bad-faith negotiating tactics by the company.

SIU members and officials walked picket lines in solidarity with the striking workers knowing full well that the CWA/IBEW fight is a stand for working people across the country. Rank-and-file members and officials walked the line in several locations, including Baltimore, Leonardtown, Md., and La Plata, Md., as well as Norfolk, Va.

After more than two weeks of struggle, Verizon decided to return to the table and practice good-faith negotiating and the workers returned to their jobs with questions remaining about the future of their contracts.

Negotiations for a new labor agreement began in late June and since that time Verizon has been pushing for billions in concessions, effectively attempting to roll back more than 50 years of gains. According to the CWA, management wanted "to freeze the pension plan for covered workers and eliminate it entirely for all others, dramatically increase health care costs for active workers and retirees, and base wage increases on subjective evaluations by supervisors."

And while CWA and IBEW members have returned to work, the issues surrounding the clash between rich corporations and the working class still stand.

"We cannot stand by while one of the richest, most successful corporations in the world joins the race to decimate the

middle class of this country," said IBEW President Edwin Hill at the height of the strike. "We remain ready to meet with Verizon to work out a fair agreement, but at this point, we had no choice."

After a month of half-hearted negotiations by the company, CWA workers overwhelmingly voted to authorize a strike if Verizon continued to make counterproductive and unrealistic demands. On Aug. 8, workers decided that enough was enough and hit the streets.

"Verizon employees have been waiting since June 22 for management to bargain at all," said Candice Johnson, CWA communications director. "Even at contract expiration, Verizon continued to demand \$1 billion in concessions per year. That's \$20,000 for every worker. That demand is coming from a \$100 billion company, where the top five executives got compensation of \$258 million over the past four years."

Members of both unions offered numerous concessions to the company, but Verizon refused to compromise and move off their demands for serious cuts and benefits rollbacks. At the start of the strike, according to CWA, there were nearly 100 of the company's demands still on the table with the company offering no signs that it would negotiate seriously.

The demands that Verizon is making of their workers, according to the AFL-CIO, come down to simple greed. The company is attempting to ride a wave of anti-worker sentiment now and keep wages low for years to come.

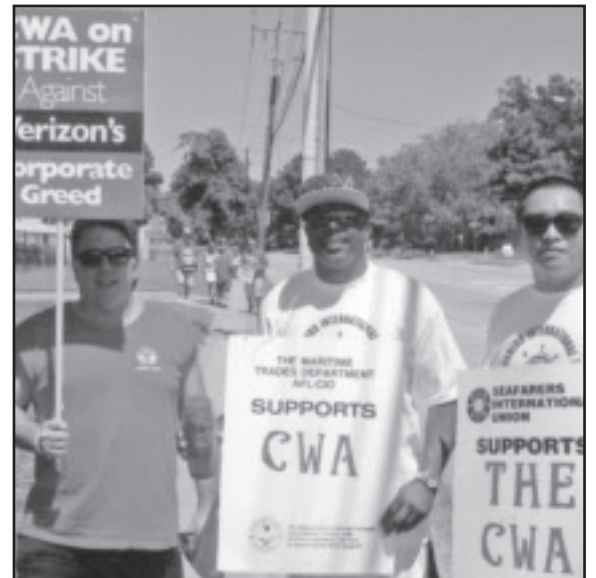
The company rationale is that its land-line sector, where most of the striking workers are employed, has suffered losses over the past decade. However, financial statistics point out that the company has 2011 revenue of \$108 billion with net profits of \$6 billion. In addition, the com-

pany received a \$1.3 billion tax credit from the U.S. government.

The strike was effectively called off on Aug. 20 after Verizon and the unions agreed to continue negotiations. Workers began going back to their jobs on Aug. 22.

In a joint announcement, the CWA and IBEW expressed gratitude for the support they received from people around the country and remained cautiously optimistic about the future negotiations.

"We have reached agreement with Verizon on how bargaining will proceed and how it will be restructured," the statement read. "The major issues remain to be discussed, but overall, issues now are focused and narrowed. We appreciate the unity of our members and the support of so many in the greater community. Now we will focus on bargaining fairly and moving forward."



ACU Nkrumah Bond (center) and AB Julius Morala (right) are pictured with a CWA demonstrator in Norfolk, Va.



Flanked by members of the Communications Workers of America on a picket line in Norfolk, Va., (photo at left) are Seafarers (left to right, starting second from left) AB Lamar Walton, AB Timothy Squire and GVA Anthony Michael. In the photo above, Seafarers and Phase 1 Unlicensed Apprentices from the union-affiliated Paul Hall Center in Piney Point, Md., join CWA picketers in Leonardtown, Md., the day before the strike was called off.



Sealand Comet Rescues Yachtsman Stranded in Pacific Ocean

Seafarers aboard the Maersk Line, Limited containership *Sealand Comet* recently participated in a daring rescue of a stranded yachtsman. The ship, which was crossing the Pacific from Japan to Los Angeles, rescued the man from his sailboat during a typhoon.

In the early morning hours of July 24, the vessel received a distress call from Japanese Coast Guard personnel who were

looking for the distressed sailboat. The containership chose to divert its course and assist in the search. At around 7 a.m., the boat – by then without sails – was spotted in rough seas. In the midst of a category 1 typhoon, the boat was being thrashed with gale winds of at least 40 knots.

The crew found the sailor, identified as Joe McCracken, and brought him to safety. He is reported to be in good condition and is

extremely grateful for the actions of all those aboard the *Comet* for his rescue.

"The saving of Mr. McCracken's life can be directly attributed to the training and skill of the *Sealand Comet* officers and crew, capably demonstrated under extreme weather conditions," said Ed Hanley, Maersk Line, Limited vice president.

The crew also received commendation from the Japanese Coast Guard for their

"excellent seamanship."

SIU members aboard the vessel at the time of the rescue included Bosun **Matthew Bevak**; ABs **Emmanuel Buyser**, **Victor Frazier**, **Eric Lund**, **Robert Stenhjem**, **Gil Villena**, and **Samuel Lampshire**; QE **Alton Hickman, Sr.**; QEE **Rene Rosario**; SB **Howard Lewis**; GUDE **Rezk Mohamed**; Chief Cook **Wiley Owens**; and SA **Ziyad Omar**.



Early stages of the project include removing old piers and bulkheads, as shown in these two photos.

Piney Point Project 'Moving Right Along'

Numerous Upgrades Planned During Waterfront Restoration

Upgraders, unlicensed apprentices, and guests at the Paul Hall Center in Piney Point, Md., might notice some changes happening on the union-affiliated school's waterfront in the coming months. The waterfront restoration project is in full swing and school officials are optimistic about the progress being made.

As of press time, construction crews are in the process of deconstructing over 1,500 feet of the old piers and removing over 1,000 feet of old bulkheads to make way for a variety of new and improved features to the waterfront.

"We're moving right along with the first stage of this project," said Don Nolan, vice president of the Paul Hall Center. "In fact, in addition to still being on budget, our plans are progressing

according to schedule."

The waterfront restoration project is a much-anticipated venture aimed at adding to the aesthetic value of the school and, more importantly, improving facilities for students and their families.

In addition to the new pier, the project includes plans for a new seawall, a waterfront park, a 250-foot breakwater, a single-point davit with fast rescue boat

capabilities, a new gravity davit for lifeboat training, a pier site for the training vessel *MV John F. Fay*, and other state-of-the-art equipment that will serve to reinforce what Seafarers learn in the classroom.

Ground was broken on the project in May 2010. The development is expected to be completed next year.

The *LOG* will run regular updates on the project from now to completion.

Support Grows for 'SOS' Campaign

The Save Our Seafarers campaign recently reported a milestone: More than 20,000 individually signed letters have been sent from www.saveourseafarers.com to the heads of governments across the globe.

"This is a great achievement in such a short time and we also wanted to update you on campaign achievements and news highlights," a campaign spokesperson said in an early August communication. "Since our launch in March, SaveOurSeafarers has continued to gather support. Supporters from 73 countries have sent letters to their heads of state. Also, www.saveourseafarers.com has had over 65,000 visitors from 175 countries to the site since its launch. Our Facebook page now has 3,748 fans and we have 657 followers on Twitter."

The message continued, "Our campaign has attracted significant global media attention.... We've had incredible results in a very short timescale. Your support has been overwhelming. Thank you for every letter, every like and every tweet."

The campaign is far from finished, though. For the latest updates, visit the campaign site.

Meanwhile, campaign sponsors – includ-

ing the International Transport Workers' Federation, to which the SIU is affiliated – recently said that piracy is "claiming lives and threatening global trade on a daily basis."

In a joint message on the campaign site, the organizations said, "We understand the problems Somalia faces (the most prolific area for attacks) after 20 years of vicious civil war but we believe our innocent seafarers and the global economy have the right to protection. All we ask is for governments to take a firmer stance to help eradicate piracy. We need committed action now and want governments around the globe to prioritize six key actions: reducing the effectiveness of the easily identifiable motherships; authorizing naval forces to hold pirates and deliver them for prosecution and punishment; fully criminalizing all acts of piracy and intent to commit piracy under national laws, in accordance with their mandatory duty to cooperate to suppress piracy under international conventions; increasing naval assets available in the affected areas; providing greater protection and support for seafarers; and tracing and criminalizing the organizers and financiers behind the criminal networks."

International Bargaining Forum Reaches Three-Year Agreement

The International Bargaining Forum (IBF), consisting of representatives of the International Transport Workers' Federation (ITF, representing mariners) and the Joint Negotiating Group (JNG, representing employers), recently announced that it has reached a three-year agreement. The announcement followed negotiations that took place in Miami in late July.

Established in 2003, the IBF is a mechanism through which representatives from maritime labor and management negotiate wages and conditions of employment for mariners serving aboard thousands of ships worldwide. IBF agreements are only available to ship operating companies that are members of the JNG and only may be signed by ITF-affiliated unions.

According to a joint statement, the bargaining was "hard-fought by both sides." The new pact takes effect in January 2012; it includes annual wage increases, financial incentives to bring more vessels under an IBF agreement, and revisions reflecting the current scourge of piracy. Many other components also are included in the updated agreement, including provisions aimed at helping companies develop disciplinary and grievance procedures, as well as helping ensure a steady supply of qualified shipboard manpower.

SIU Secretary-Treasurer David Heindel, who serves as chair of the ITF Seafarers' Section, stated, "The last few years have put a great pressure on both sides of the IBF to be seen as acting responsibly in support of both the seafarers and those that employ them. The collapse in the world financial market has led to employers wanting to minimize their cost increases in difficult times and has put pressure on those who represent the seafarers to understand this financial situation, while ensuring that they are protecting the interest and livelihoods of their members. The final agreement that we have reached has demonstrated the ability of the two sides to work together being both constructive and representative. This agreement bears testament to the strength of the IBF process and its ability to reach conclusions in difficult times, on difficult issues."

Giles Heimann, secretary-general of the International Maritime Employers' Committee (IMEC) and joint secretary of the JNG, added, "The final outcome reached by the IBF is both a pragmatic and mutually acceptable agreement for both sides. The IBF system has yet again demonstrated the ability of both sides of the table to work closely together in examining the core issues at hand; and through debate, negotiation, respect for each other's opinions and understanding, a solution has been found, which allows us all to confirm that we have achieved a good result for our constituents."

According to the ITF (to which the SIU is affiliated), IBF negotiations are separate from the discussions about the ITF benchmark and other ITF agreements. Negotiations take place every two years for the IBF framework agreement. Once the framework agreement has been negotiated, ITF-affiliated unions begin local negotiations with companies in their country. These local negotiations result in national and sometimes company-wide IBF agreements. While the entitlements may vary slightly, all IBF agreements must be within the IBF framework agreed for the period.

The SOS web site features numerous resources including news updates, videos and more.

Retired ILA President Bowers Dies at 88

John M. Bowers, the seventh international president of International Longshoremen's Association (ILA), AFL-CIO, passed away Aug. 21 in his home on Long Island, N.Y. He was 88.

A native of Manhattan, N. Y., Bowers also served as president of the ILA's Atlantic Coast District for 20 years and was Vice President on the Executive Boards of the AFL-CIO's Maritime Trades Department and Transportation Trades Department.

During his term as ILA president, he served as the union's chief negotiator in wage scale meetings with shipping employers and was responsible for bringing stability and growth to the industry for decades. Bowers was the architect of the six-year Master Contract covering ILA workers from Maine to Texas which remained in effect until September 2010 and brought wage increases and protection of health benefits to tens of thousands of ILA members and their families.

"He provided a steady hand during a critical time for the industry," said SIU President Michael Sacco upon receiving news of Bowers' passing. "He was a very responsible man who brought a lot of stability to the waterfront.

"John was a good trade unionist and he will be missed," Sacco concluded.

"The ILA family and the entire labor movement today has lost one of its most outstanding and important figures.... John Bowers helped shape this ILA into one of the most successful unions," said Harold Daggett, who was elected ILA president in July.

"I have lost my friend, my mentor," said Richard P. Hughes Jr., a close friend and ally who succeeded Bowers as president in 2007 and who retired earlier this year.

A highly decorated military veteran, Bowers served in the U.S. Army during World War II as a radio operator in the Fourth Armored Division. His unit was involved in campaigns throughout Europe, winning a Presidential Citation and five battle stars in the process. Following the war, Bowers joined ILA Local 824, which was headed by his father and uncle and whose members manned the passenger ship piers on the West Side of Manhattan.



John M. Bowers

He was elected to a series of local and regional union offices before his election as executive vice president. Bowers continued to hold elective office until his death, serving for nearly 50 years as Local 824 president, and as an executive board member of the International Transport Workers' Federation (ITF), a worldwide labor

organization representing more than six million transport workers in 78 countries. He was elected as a vice president to the ITF in March 1990 and reelected in 1994, 1998 and 2002, respectively. Bowers was also the one-time Chairman of the ITF's Dockers Section.

In 1991, he founded the ILA's Civil Rights Committee and, at the personal invitation of the late Coretta Scott King and the Martin Luther King Center, served as Grand Marshal for the 1994 Martin Luther King Day Parade in Atlanta. Bowers also established the ILA Children's Fund in 1993. This charity since then has raised more than \$2 million for the Hole in the Wall Gang Camp in Ashford, Conn., benefiting children with cancer and other life-threatening illnesses.

Bowers was a forerunner in instituting scholarship programs for ILA dependents. In 1960, he was responsible for the formation of the ILA Local 824 Scholarship - later named the Michael Bowers Memorial Scholarship Fund in honor of his father. He later served as the labor co-chairman for the NYSA-ILA Teddy Gleason Scholarship Program.

In October 1992, Bowers was awarded one of the maritime industry's top honor - the Admiral of the Ocean Sea Award - presented by the United Seamen's Service. He was also the recipient of the 1994 Connie Award presented by the Containerization and Intermodal Institute. Other maritime honors bestowed upon him included the Golden Compass Award, presented by the Seafarers House at Port Everglades, Fla.; and induction into the International Maritime Hall of Fame by the Maritime Association, Port of New York and New Jersey.

Other organizations to honor Bowers in recent years included the American Cancer Society; Irish American Labor Coalition; Intrepid Sea-Air Space Museum and the Greater New York Councils Boy Scouts of America. He was the Man of the Year of the Irish American Labor Coalition in January 1992.

Bowers is survived by his wife, Marcy, their two children John and Christine, and one granddaughter, Meagan. A funeral mass in his honor was celebrated Aug. 24 at the Guardian Angel Roman Catholic Church in Manhattan.

Union, School, SIU-Contracted Companies Help Lead the Way For Military Veterans

In response to the sometimes-overwhelming hurdles that veterans of the wars in Iraq and Afghanistan are facing upon returning from overseas, President Barack Obama has proposed a new tax credit that would benefit employers that hire veterans.

The \$120 million dollar credit will encourage companies to hire these returning warriors, who at present face a disproportionately high unemployment rate. The unemployment rate for veterans in July was 12.4 percent whereas the national unemployment rate was 9.1 percent for the same time period.

The new tax credit plan, dubbed the "Returning Heroes Tax Credit," would give companies and businesses a \$2,400 credit for each veteran hired who has been unemployed for less than six months. The credit doubles for hiring those who have been out of work for more than six months.

While many businesses see added incentive to hire those who have fought for their country, the SIU and a number of its contracted companies are far ahead of the curve on this front, according to union officials and members of the staff at the Paul Hall Center in Piney Point, Md. For example, more than 200 veterans have taken classes at the school this year, and more than 1,200 have enrolled in courses at the Paul Hall Center since April 2008.

"Civilian life and the military life are two different worlds, especially if your entire career had been in the Navy like me," said J.C. Wiegman, director of vocational education at the Paul Hall Center and Navy veteran. "Most veterans look for work that is close to their training and that's why the merchant marine is attractive to Navy and Coast Guard veterans. We speak the same language, we have worked together. A seaman on a ship is the same whether it is a combatant or non-combatant. We all need to do our part to assist them more."

At any given time, there are numerous veterans of all branches of the armed services going through training at the Paul Hall Center and

working aboard civilian and military support vessels under the SIU colors.

Unlicensed Apprentice (UA) **Christian Bryant**, a veteran of the U.S. Marine Corps, points to several experiences and skills obtained while he was serving our country that have helped him adjust to life as a merchant mariner.

"There are a lot of similarities between my military training and the training I'm doing here at the school," said Bryant. "The discipline, the attention to detail, and the structured lifestyle are all things that I'm used to."

UA **Matthew Bailer**, a U.S. Navy veteran, agreed that the discipline one learns in the military is a real asset for preparing for a life at sea.

"The discipline is important if you're going out to sea," Bailer said. "You need to learn to get along and work together."

Bailer also pointed out that work ethic, a trait that is driven into service members during their military careers, is alive and well at the school and very important.

"The work ethic I'm learning at the school is similar to what I learned in the military," said Bailer. "If you can't work hard, you won't make it at the school."

American veterans are returning to civilian life in vast numbers and they are ready and willing to work. The SIU, the Paul Hall Center, and SIU-contracted companies are thankfully already leading that charge.

"It's a great thing to know for sure that I'll be working when I leave the school," said Bryant.

The school also remains ready to help anyone looking to upgrade who meets the school's eligibility requirements.

"There's room for advancement if you're ready to work hard and apply yourself," Bryant noted.

Veterans at the Paul Hall Center, like Bryant and Bailer, are ready to get to work.

"I'm looking forward to working," said Bailer. "I know what to expect and as long as I hold up my end of the bargain, I'll be doing well by the time I leave."

SIU Executive Vice President Lands Appointment from DOT

SIU Executive Vice President Augie Tellez in late July received a congratulatory letter from U.S. Secretary of Transportation Ray LaHood informing him of his appointment to the DOT's Marine Transportation System National Advisory Council (MTSNAC).

Tellez's two-year appointment began on July 28. The council's first public meeting is planned for later this year, though the exact date hasn't been set.

In the communication to Tellez, LaHood pointed out that the MTSNAC was reestablished in May 2010 "to provide advice and make policy recommendations to the Secretary of Transportation on transportation development issues that address impediments to the effective use of America's overall Marine Transportation System. However, the council will pay specific attention to the expansion and development of the Nation's Marine Highway and port system through its Marine Highway subcommittee and the Secretary's Port Advisory Council. The MTSNAC will comprise leaders from commercial transportation firms, port and water stakeholders, labor, academia, and federal, state and local public entities."

The council likely will meet at least twice per fiscal year, and the meetings normally will be open to the public. According to the organization's charter, "Timely notice of each meeting shall be published in the *Federal Register*, and the Chair may pre-



SIU Exec. VP Augie Tellez

scribe other types of public notice as well."

According to the DOT's Maritime Administration, the nation's Marine Transportation System "consists of waterways, ports, and intermodal landside connections that allow the various modes of transportation to move people and goods to, from, and on the water. The MTS includes the following: 25,000 miles of navigable channels; 238 locks at 192 locations; Great Lakes and St. Lawrence Seaway; more than 3,700 marine terminals; numerous recreational marinas; more than 174,000 miles of rail connecting all 48 contiguous States, as well as Canada and Mexico; more than 45,000 miles of interstate highway, supported by over 115,000 miles of other roadways; and more than 1,400 designated intermodal connections."

Starlight Marine Crews Approve New Contract

Seafarers employed by Starlight Marine Services have ratified a new three-year contract that calls for annual wage increases and other gains.

Overwhelmingly approved by rank-and-file members, the new agreement took effect July 1. In addition to stipulating annual wage increases, the pact boosts contributions to the Seafarers Money Purchase Pension Plan (SMPPP) as well as reimbursements for work clothes and expenses associated

with the costs of transportation.

Starlight Marine operates a fleet of five state-of-the-art tugs and one barge in the San Francisco Harbor. In addition to ship assist services, the company specializes in the bunkering and crude oil, fuel oil and diesel oil transportation business.

The contract covers 25 SIU members. "A lot of hard work went into this contract, but it was a good negotiation and the end result is very pos-

itive for the membership," stated SIU Assistant Vice President Nick Celona, who teamed with SIU Vice President West Coast Nick Marrone and Seafarer **Bryan Wynn** on the union's bargaining team.

This is the third SIU contract at Starlight. The first was an initial five-year agreement ratified in 2003, the year Starlight Marine boatmen unanimously chose SIU representation. The second was approved in 2008.



The company operates five tugs including those pictured above and below.



Gathering to discuss the new contract are (from left) Seafarers Bryan Wynn, Stephanie Sandoval, Mike Limon, Eric Vuoso, Matt Fike and Jacob Laprado, SIU Asst. VP Nick Celona and Seafarer Jonah Petrick.

AMO Agreement Extended on Lakes

Following a brief work stoppage, the American Maritime Officers (AMO) and American Steamship Company (ASC) early last month agreed to extend their current contract at least through the end of the 2011 Great Lakes shipping season.

Both sides expressed optimism about a successor agreement.

AMO National President Tom Bethel described the union and the company as being "confident and committed to reaching an agreement prior to the beginning of the 2012 operating season – an agreement that ensures the job and benefit security of AMO members and addresses the company's competitive needs."

David W. Foster, president of ASC, said, "We

are pleased that ASC and the AMO have agreed on a path forward.... It remains our goal to reach a fair and equitable long-term agreement with our licensed crew members that allows ASC to become more competitive on the Great Lakes."

The AMO was on strike (and the ASC fleet was idled) for less than a week in early August – its first work stoppage on the Lakes in 31 years. The union is an autonomous affiliate of the Seafarers International Union of North America (SIUNA).

SIU members sail aboard 11 ASC vessels. Earlier this year, Seafarers approved a five-year contract covering the ASC ships through June 2016.

St. Louis Agent Nabs Key Appointment



SIU St. Louis Port Agent Becky Sleeper (above) recently took the oath of office for her new appointment to the Jefferson County (Mo.) Port Authority. Her four-year term was confirmed in mid-July by County Executive Kenneth B. Waller.

Catching Up with Crowley Captain



SIU Secretary-Treasurer David Heindel (right) and VP Gulf Coast Dean Corgoy chat with Seafarer Hector Guzman, docking master for Crowley in the port of San Juan, P.R. The photo was taken last month at the union hall in Puerto Rico.

Maritime Briefs

Paul Hall Center to Host ITF Maritime Women's Conference

The SIU-affiliated Paul Hall Center for Maritime Training and Education is scheduled to host the International Transport Workers' Federation Maritime Women Strategic, Leadership and Organizing Conference Sept. 25-30. According to the ITF, the event "aims to strengthen women's leadership, strategy and organizing skills within the ITF and its affiliates." (The SIU is an ITF affiliate.)

The school is located in Piney Point, Md.

For more information about the ITF, visit www.itfglobal.org.

IMO Announces Theme for 2012 World Maritime Day

The International Maritime Organization Council recently backed a proposal by IMO Secretary-General Efthimios Mitropoulos to adopt "IMO: One hundred years after the Titanic" as the World Maritime Day theme for 2012.

One result of the sinking of the Titanic (in 1912), in which 1,503 people lost their lives, was the adoption two years later of the first International Convention for the Safety of Life at Sea (the SOLAS Convention). The 1914 version of the Convention was gradually superseded by amended versions; SOLAS 1974 is still in force today, itself amended and updated many times.

Mitropoulos said that among other potential benefits, the theme would provide an opportunity to take stock of improvements in maritime safety during the 100 years since the sinking of the Titanic; pay tribute to the memory of those who lost their lives in the freezing waters of the North Atlantic on that fatal night of April 14, 1912; examine whether the lessons drawn from that tragedy have been fully learned; examine the safety record of shipping and identify those areas that have contributed the most to its improvement over the years; and examine which areas, within the overall spectrum of maritime safety, should be given top consideration in the years to come.

Reminder: Forms Available for SHBP Dependent Coverage

The Seafarers Health and Benefits Plan reminds members that, as previously reported, effective Jan. 1, 2011, the SHBP began offering coverage to eligible participants' children up to age 26, regardless of whether the child is in school, as long as the child does not have access to health insurance through their employer.

A letter and affidavit form was mailed to eligible participants in October 2010. The letter and form also may be downloaded from the SIU web site, www.seafarers.org, under the "Member Benefits" section. There is no cost to enroll.

Seafarers are asked to note that dependent children who were previously enrolled for SHBP coverage based on being college students must now be enrolled by completing the affidavit. Coverage for all eligible children will commence as of the first of the month following the Plan's receipt of a completed form.

Maritime Observance, Symposium Slated for Sept. 29 in Port Arthur

The Apostleship of the Sea of the United States has announced that the Port Arthur (Texas) International Seafarer Center will host a maritime observance and symposium Sept. 29, which is World Maritime Day. The Maritime Trades Department, AFL-CIO, is one of several organizations sponsoring the event.

The day's agenda features numerous guest speakers and topics including the Save Our Seafarers anti-piracy campaign. The speakers will offer perspectives from throughout the maritime industry concerning piracy. (The theme of this year's World Maritime Day is "Piracy: Orchestrating the Response.")

For more information, call the Apostleship of the Sea in Port Arthur at (409) 985-8010.

Agency Announces Meetings to Receive STCW Comments

The U.S. Coast Guard in early August announced a series of meetings to receive comments on the agency's proposal for implementation of the latest amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). The August meetings were slated for Miami (Aug. 22), New Orleans (Aug. 24) and Seattle (Aug. 26); the September meeting is scheduled for Sept. 7 in Washington, D.C. Written comments may be submitted on or before Sept. 30. Additional information is available in the Aug. 2 Federal Register.

Mariner Publishes Book Recalling Diving Exploits

Former Seafarer and current MEBA member H.C. Solomon has written a book about his adventures in and around locales including Hong Kong, Mexico, the U.S. Virgin Islands and elsewhere. "The 1994 Explore Diving Calendar" is a 68-page paperback featuring a blend of text and color photos taken at and beneath the sea as well as ashore.

Solomon noted, "Growing up in New York, I had many dreams of grand adventures. I read the books of Joshua Slocum about sailing alone around the world. Jack London was another favorite, along with Joseph Conrad and Rudyard Kipling. I dreamt of cruising Lake Victoria and Mt. Kilimanjaro, Rio de Janeiro, with [Copacabana] Beach and carnival, and Barcelona. I read about the maroons of Jamaica and the runaway slaves during the seventeenth and eighteenth centuries who roamed the countryside harassing the British until the abolition of the slave trade in 1807. A lot of these dreams have become reality, and this book is a record of some of the places I visited. Hope you enjoy it."

The book is available online through:

www.borders.com, www.rosedogbookstore.com and www.amazon.com.

SIU Officials Meet Virginia Congressman



SIU VP Government Services Kermet Mangram (right) and Norfolk Port Agent Georg Kenny (left) discuss maritime issues with U.S. Rep. Bobby Scott (D-Va.) during the Virginia AFL-CIO Convention in Williamsburg, in early August.

U.S. Merchant Marine's Valiant History, Modern Value Highlighted at Ceremony

The U.S. Merchant Marine has been vital to America's national and economic security since the country's origins – and remains so today.

That was a key part of the message delivered by U.S. Maritime Administrator David Matsuda July 28 during a stamp-unveiling ceremony at the U.S. Merchant Marine Academy in King's Point, N.Y. The occasion marked the official launch of four new postage stamps paying tribute to the U.S. Merchant Marine.

"Today you have heard about the integral role that America's Merchant Marine has played in our nation's unfolding history," Matsuda remarked. "From America's infancy – when a fleet of American civilian mariners fought and defeated British forces in a naval skirmish near Machias, Maine – to the California Gold Rush, when the legendary clipper ships set speed records in pursuit of treasure; to World War II, when the merchant marine delivered nearly 270 billion tons of cargo to the frontlines and suffered some of the war effort's highest casualty rates; to one of the largest sealifts from American soil, on September 11, just 25 miles from here, when seafarers sailed toward danger in lower Manhattan to help transport 130,000 men and women to safety."

He continued, "While these stamps depict the ships of the merchant marine, it is the men and women who sail, and the ones who built these ships, who leave their mark on our prosperity, our liberty and our way of life.... While we honor our past, we must not forget the lessons we have learned that so many have sacrificed for: having ships and trained crews ready to carry the nation's cargo is critical to our security and our economy. Economically, America is basically an island. So, our founders learned long ago that if we want to remain a trading nation, get our exports to market, and access other trading nations around the world, we cannot be subject entirely to

another country's flag fleet."

Such considerations extend beyond commercial cargo, the administrator added.

"We've learned from every military conflict in the last century that while we can project America's military power anywhere in the world, we need a strong merchant marine to sustain any war effort," he explained. "This is true for our ability to provide humanitarian assistance as well."

As previously reported, the four "forever" stamps depict vessel types spanning U.S. history. They show (respectively) a clipper ship modeled after one from the mid-1800s, an auxiliary steamship, a World War II Liberty ship, and a container ship based on Seafarers-contracted Matson Line's *R.J. Pfeiffer*. Illustrator Dennis Lyall created the stamps under the art direction of Phil Jordan.

Matsuda concluded by reinforcing the ongoing need to maintain a strong U.S.-flag fleet and a pool of reliable, well-trained U.S. citizen seafarers.

"Today, the maritime industry continues to be an integral part of America's economy and national security," he stated. "In times of peace, [U.S. mariners] will be the backbone that supports our nation's economy, shipping American goods to foreign shores and moving other products within our borders. In times of conflict, they will be called upon to bring supplies and support services directly to the front lines. As I mentioned earlier, without their service, our military could not succeed. And in times of natural disaster, they will be among our first responders, bringing relief and expertise to those in need, across our nation and across the globe."

"So, as the American people enjoy these gorgeous postage stamps honoring our maritime roots, I hope that they will pause to consider the vital role our seafarers and maritime workers continue to play keeping America safe and strong."



Four new "forever" stamps pay tribute to the nation's maritime heritage. (Images Copyright© USPS, reprinted with permission)

ITF Inspector: 'I'm Proud to be an American'

The morning after formally being sworn in as an American citizen Aug. 17 in Houston, Shwe Aung summed up his feelings in one word: "Fantastic!"

Aung is an International Transport Workers' Federation (ITF) inspector for the SIU. If it sounds like a cliché to say he came a long way in his journey to U.S. citizenship, consider his circumstances in the year 2000. A native of Burma, Aung was in his late twenties and sailing aboard a ship that sank in Venezuela. He survived the ordeal, but his credentials and other paperwork were lost.

His only option for securing a new passport involved returning to Burma, where he would have been jailed because of pro-union activities. After a complicated sequence that included long stays in Venezuela and Brazil, Aung, with the ITF's backing, found his way to the U.S. in December 2001.

Aung didn't exactly begin living the American dream upon his arrival. He was detained by the Immigration and Naturalization Service, but – with key assistance from the SIU, the ITF and U.S. Rep. Gene Green's office – was granted asylum in 2002.

Since then, Aung has been an effective ITF inspector (his honors include recognition from the Asian Pacific American Labor Alliance) who embraces his

chance to assist fellow mariners.

"I was a foreign crew member, and I know what it's like to not get paid and to need the ITF's help," he explained. "Now, I'm the one helping. The cycle is complete."

Congressman Green (D-Texas), an ally from Shwe's earliest days in America, presented his citizenship certificate at last month's ceremony, which took place at a local education center. SIU Vice President Gulf Coast Dean Corgey was among Aung's other supporters in attendance.

Corgey noted that Aung had the honor of taking the citizenship oath not only for himself but also as a representative of the many other immigrants being naturalized that day. (For practical reasons, one person – Aung – was chosen to stand on behalf of everyone.)

"I think that's a real tribute to his reputation, the great work that he's done, and his standing in the community," Corgey said. "We're proud that he was selected and we're proud to be a part of Shwe's successful story and his journey to citizenship. He's a great guy, and his family was so happy. This is what America is all about."

Reflecting on the last nine years, Aung emphasized his gratitude to a host of backers including Rep. Green,



Shwe Aung (second from left) thanked many people for supporting him, including his son, Ryan Tun Aung (getting a lift from Dad); his wife, Nyunt Nyunt Wai (center); U.S. Rep. Gene Green (D-Texas) (second from right); and SIU VP Gulf Coast Dean Corgey (right).

Corgey, SIU President Michael Sacco and SIU Secretary-Treasurer David Heindel, who also has been an ITF official for many years. Aung further noted the invaluable support of ITF officials David Cockcroft, Steve Cotton, Anna Llewellyn and Antonio Fritz, local contacts Stefani Nguyen and Jimmy McAuley, shipmates from the *MV Global Mariner*, his family and others.

"There are so many people who've helped me along the way," Aung stated. "I'm so proud to be in the SIU family and to also be part of the ITF. When I got here, the SIU took me in. Dean and Jimbo (SIU Assistant Vice President Jim McGee) came to see me on a ship around midnight. They didn't even know me. I had lost my hope, but they worked with me.... Without the SIU, I wouldn't be here."

Heindel, who serves as chairman of

the ITF Seafarers' Section, noted, "It's inspirational to see that Shwe has made a good life for himself in the U.S. Meeting this young man in Brazil in late 2001 and hearing that Brazil was going to deport him back to Burma to face prison just for standing up for himself and fellow crew – something that we daily take for granted – was just too much not to assist him. I am proud that we, with the help of Representative Green, were able to assist Shwe in making his way to the States and being there when he landed. I'm sure over the years it has not been easy for him to be away from his family in Burma, but his is a great American story; he has assimilated into our culture and now started a family of his own. Congratulations, Shwe!"

Aung concluded, "I'm proud to be an American. It's really great."



Aung (standing at left) takes the citizenship oath not only for himself but as a representative of other immigrants.

Feathered Ferry Passenger Unexpected but Welcome

Seafarers working aboard NY Waterway's *Thomas Jefferson* have found themselves sailing alongside an unusual guest lately, and his presence has drawn a fair amount of attention to the members.

"Tony," like many others in the New York City metropolitan area, commutes to and from Manhattan daily. However, Tony does it a bit differently than most members of his species. Instead of flying, Tony the Pigeon takes the ferry.

Tony's longtime devotion to the ferry has caused something of a sensation for commuters, the media, and especially the SIU members who've sailed with the bird every day for the last three years.

"I've been working this job for 23 years and I've never seen anything like this," senior deckhand and SIU member **George Schumpp** recently told a reporter. "Three years ago, this pigeon shows up and starts going through the cabin and eating crumbs. Next thing you know, he's here every day at the exact same time. And he does more work cleaning than my partner."

News articles in various local papers, passenger-made videos, and even a Facebook page have all been devoted to Tony the Pigeon. Workers aboard the *Thomas Jefferson* have made the bird an unofficial mascot of the vessel.

According to the deckhands and the *New York Daily News*, every day for the past three years, Tony comes aboard the ship every morning at Pier 79 in Manhattan and searches for food dropped by passengers. When the ship arrives in New Jersey, he exits briefly and then gets back on. Finally, after the ship has made its rounds, he simply walks off the boat and continues his day. When the evening rush hour starts, Tony's back on deck and repeating the same trip all over again.

Passengers and workers alike have gotten a kick out of the bird's antics, which have altered the outlooks of many New Yorkers who are usually pigeon-adverse, to put it mildly.

"I've been a New Yorker my whole life and we're not big fans of pigeons, but Tony has changed the way I think," said Schumpp.

Indy-Connie Reunion Set for Oct. 28-Nov. 1

Former crew members from the American Hawaii Cruises vessels *SS Independence* and *SS Constitution* are organizing a reunion that's scheduled to take place Oct. 28-Nov. 1 at the Royal Kona Resort in Kailua-Kona, Hawaii. As of mid-August, more than 120 people indicated they plan to attend, while nearly 200 more were considering it. Details are available on a Facebook page specifically set up for the reunion. Just go to Facebook and search for AHC Reunion October 2011. Pictured in the photo below are crew members aboard the *Independence* in 1986 (courtesy of Recertified Steward **Judi Chester**); at right, the *Constitution* sails in 1983.





Checking one of the life rafts on board the *Pride of America* are Bosun Rafael Lanila and deck gang members Gary Hunt, Joe Whitmore, Dominador Diaz, Justin Pierce and Rolando Dinong.



AB Nestor Rapusas (right) receives his B-seniority full book and a congratulatory handshake from Port Agent Hazel Galbiso.



Port Agent Hazel Galbiso (left) congratulates AB Ricardo Salazar for receiving his A-seniority full book.

With Seafarers in Honolulu



AB Marie Acosta



AB Jaroslav Dvorak

These recent photos were taken at the SIU hall in Honolulu, Hawaii, and aboard the near-by cruise ship *Pride of America*



The SIU-crewed *Pride of America* is the only U.S.-flag deep sea cruise ship.



Tending the shuttle at the Kona Pier are AB Bill Carney and OS Peter Hamm.

First Voyage to Sea – World War II

Editor's note: Retiree Vincent Patterson sailed with the SIU from June 1942 to July 1951. He sent this story to the LOG in order to share recollections of some of his earliest days at sea. Brother Patterson made his first trip as a messman and then switched to the engine department. He sailed throughout World War II, and afterward sailed on Alcoa and Delta passenger liners. He also sailed in the Korean War before coming ashore.

War broke out between the United States and Japan on December 7, 1941. I was 15 years old and lived in the port city of New Orleans, Louisiana. As much as I wanted to fight for my country, I knew that the armed forces would not accept me, because I was too young.

In January of 1942, I turned 16 and asked my parents to sign for me to join the United States Navy. From a younger age, maybe 10 or 12, I had always wanted to be a sailor, as was my grandfather. When my parents turned me down for the Navy, I found the next way to become a sailor.

At 16 my parents signed for me to join the United States Merchant Marine. I told them it would not be as dangerous. (Little did I know.) I did not go to a maritime school as most of the young recruits did. I passed my Coast Guard physical and received my seaman's papers in June of 1942.

In July I was assigned to a new Liberty ship, the *S.S. Mirabeau B. Lamar* in Houston, Texas. The ship was still in the yard, and we were the first to crew it. We left Houston and sailed for New Orleans to load cargo.

A day before we arrived at Southwest Pass, the troop ship *Robert E. Lee* was torpedoed and sunk by a German submarine, July 30, 1942. There were a few survivors, and she went under the waves in 15 minutes.

As we approached the Southwest Pass at the mouth of the Mississippi River, two of our destroyer escorts began dropping depth charges off our port bow. They were picking up sonar soundings from a submarine that was stalking our ship. (When underwater radio signals are sent and they

strike an object, the signals will bounce back.) Both escorts gradually worked their way – and the submarine's – into the shallow water of the coastline and the Louisiana marshes.

I was on deck watching all that was happening. Being a kid of 16, this was extremely exciting stuff; I didn't think about the danger or the horror that was being played out on the submarine.

The submarine would not or could not surface. A twin-engine plane from Alvin Callender Airfield at Belle Chase, Louisiana, helped with the search. The plane flew over a spot near the two destroyer escorts and dropped a floating smoke flare and flew off. In a minute or two it returned and dropped a large bomb. This seemed to blow the bottom out of the Gulf of Mexico with a tall geyser of mud, debris and water and, I assumed, parts of the submarine.

We were now headed up the Mississippi River and stopped at "pilot town," a small distance up from the mouth of the river. Pilot town consisted of a couple of houses built on stilts above the marsh, where the pilots stay between bringing ships up and down the river. A pilot climbed aboard our ship, and we headed up river about 90 miles to New Orleans.

Upon reaching the city, our steering gear went haywire and we are unable to steer the ship. It takes a long time to stop a ship making headway, even going up river against the current. Both anchors were dropped, and with the engine going full astern we still plowed into the dock. We hit and crunched the dock between two ships. One was a British ship loaded with munitions. Luckily for us and the city of New Orleans, we did not blow up the town.

I got to visit with my family, which also was fortunate, because I suspected we would be on a long voyage.

After several of weeks loading cargo, we sailed for the Gulf of Mexico. We joined with a convoy of ships; our convoy was going through the Caribbean Sea and headed for the island of Trinidad. We heard depth charges, but no ships were sunk.

We took shore leave in Trinidad and this was the first time I had seen people sleeping and living on the streets. Our stay

was short, but I got to see a small portion of Trinidad and visit the USO Club. We danced in a conga line but had to leave the pretty girls on shore.

It was time to weigh anchor and go to war; we were on our way to Cape Town, South Africa. We had no destroyer escorts to protect us, so we were on our own. We had four 20-MM guns and one three-inch gun forward. On our stern we had an old five-inch gun left over from World War I. This we loaded with powder bags with a ramrod and a projectile.

There were German "raiders" disguised as merchant ships that carry many more and larger guns than we do. German submarines were also along our route. We were lucky, arriving at Cape Town without incident. Another ship that left Trinidad with us, the *West Chetac*, had not arrived; it was way overdue.

Cape Town is a beautiful city, located below Table Mountain on the southern tip of Africa. We visited some of the sights and outlying villages, and ate at a café on the mountain. The people were friendly.

Large fellows of the Zulu Tribe unloaded our ship. Some had fancy, round, painted spoons in their ears. Many had rods through the bottom parts of their noses and scar markings on their faces. The bottoms of their bare feet looked two inches thick.

With part of our cargo unloaded, we were on our way to Port Elizabeth, located on the east coast of South Africa. Our shore leave there was short, but we managed to see some of the city.

Our next scheduled stop was Durban, South Africa, but we got lost at sea. We spent three or more days by dead reckoning. We were looking for the entrance to the harbor at Durban, but the weather was very bad and we could not take a sighting with our sextants. All the while, we were mindful of the fact that Japanese submarines patrol these waters.

The weather finally cleared and we were not too far off course. We arrived at Durban and unloaded for four days.

We were then on our way up through the south Atlantic Ocean to Suriname, located in the northeastern part of South America. Our ship was 100 miles from the South American shore and night was

falling when we were attacked by a submarine. The Navy gun crew gave a good account of themselves and drove the submarine off. The submarine may have fired a torpedo at us, but since it was night we didn't know.

We arrived the next morning at Paramaribo in Suriname and continued up river to Paranam to load bauxite. Our next stop was Trinidad to top off the cargo holds with additional bauxite.

The ship was now on the last leg of the journey and we dropped anchor in sight of the Statue of Liberty in New York Harbor, just in time for a white Christmas, 1942.

History later proved that the first submarine in this story was the German *U-172*, which escaped our destroyers on that August morning. But, the *U-172* eventually was sunk on Dec. 12, 1943, west of the Canary Islands by *USS Clemson*, *USS Dupont*, *USS Badger* and the *USS Ingram*. There were no survivors.

The troop ship *Robert E. Lee* was torpedoed and sunk by the German submarine *U-166* on July 30, 1942. Ten crew members and 15 passengers were lost, including some who were from other torpedoed merchant ships. As mentioned, the *Robert E. Lee* sank in 15 minutes.

The *U-166* was sunk on the same day by the destroyer escort *PC-566*. The *U-166* was sunk by a depth charge blowing her bow off, and there were no survivors.

The captain of the *U-166* was Hans-Gunther Kuhlmann, 28-year-old son of a wealthy German family. The *U-166* and the *Robert E. Lee* lie about 100 yards apart in the Gulf of Mexico, both in 5,000 feet of water about 25 miles southeast of the entrance to the Mississippi River.

The ship that left Trinidad with us, the *SS West Chetac*, did not make it. Many of our crew had friends on board. The *West Chetac* was sunk shortly after leaving Trinidad on September 24, 1942 by submarine *U-175*. The ship sank in two minutes; 22 crew members and nine Navy Armed Guard personnel were lost, including the captain.

The *U-175* was sunk southwest of Ireland on April 17, 1943 by U.S. Coast Guard cutter *Spencer*. There were 41 survivors.



PRESENTATION IN PINEY POINT – Upgrader Leonard Gregg (right) receives his B-book during the August membership meeting in Piney Point, Md. Gregg, who sails as an AB, joined the union in 2004. Swearing him in is Port Agent Pat Vandegrift.



STANDING UP FOR SOCIAL SECURITY – Seafarers showed their support for protecting Social Security, Medicare and Medicaid during a July 25 rally in the Baltimore suburb of Woodlawn, Md. Approximately 300 supporters participated in the demonstration, sponsored by the Maryland-D.C. AFL-CIO and conducted at the national headquarters of the Social Security Administration. Featured speakers included Maryland-D.C. AFL-CIO President Fred Mason and American Federation of Government Employees President John Gage. The SIU contingent (group photo) included Baltimore Port Agent Elizabeth Brown (front row, far right) and Piney Point Port Agent Pat Vandegrift (second row, far left).



TRULY IMPECCABLE CREW – This recent snapshot from the *USNS Impeccable* includes three members of the galley gang and Medical Department Representative/RN Brandon Maeda (left), who formerly sailed as a recertified steward. Standing left to right are Maeda, Chief Cook Jose David, Chief Steward Edward Villanda and SA Ahmed Omar. "This is a really good bunch of guys and they feed over 50 people per voyage," Maeda wrote, adding that he appreciates the energy required for such a task.



UNION OATH IN HOUSTON – In early August, SA Gladiz David (left) happily gets her B-book at the SIU hall in Houston. Her most recent ship was the *Noble Star*. Administering the union oath is Port Agent Mike Russo.



WELCOME ASHORE – At the hall in Tacoma, Wash., Port Agent Joe Vincenzo (right) congratulates retiree George Gauggel and presents him with a pension check. Gauggel sailed in both the steward and deck departments at various times during his 20-year career with the SIU.

At Sea And Ashore With the SIU



BACKING UNION FAA WORKERS – Houston-area Seafarers turned out to support fellow trade unionists who were affected by the recent Federal Aviation Administration shutdown. During an August 4 rally at George Bush Intercontinental Airport, SIU VP Gulf Coast Dean Corgey, U.S. Rep. Sheila Jackson Lee (D-Texas) and others voiced support for airport workers from the ALPA, Flight Attendants, Teamsters, Machinists, AFGE and Building and Construction



Trades unions who suffered as a result of the shutdown. (An agreement was reached later that same day that led to the FAA resuming operations.) In addition to the SIU, the rally also featured numerous other unions affiliated with the Harris County AFL-CIO and the West Gulf Ports Council of the Maritime Trades Department. Pictured from left to right in the group photo are AB Joseph Merriweather, Chief Cook John Noel, Rep. Lee, Corgey, QMED Jerome Dooms, SIU Houston Safety Director Brian Kinard and SIU ITF Inspector Shwe Aung. Standing left to right (front row) in the other photo are Corgey, Rep. Lee and Mario Diaz, director of aviation for the Houston Airport System.



REMEMBERING BROTHER EXPOSITO

On July 28, in accordance with his wishes and those of his family, the remains of SIU retiree Jose Exposito were committed at sea from aboard the *Maersk Wyoming*. Vessel Master Kevin Coulombe reported that the memorial ceremony took place on the Atlantic Ocean at position L 41-22.9 N/Lo 036 24.7.



Byrd Completes Historic Visit to Vietnam Port

The Seafarers-crewed, U.S. Military Sealift Command dry cargo/ammunition ship *USNS Richard E. Byrd* in late August left Cam Ranh Bay in southern Vietnam, marking the end of an historic visit – the first by a U.S. Navy ship to the port in nearly four decades.

Manned in the unlicensed slots by members of the SIU Government Services Division, the *Byrd* spent seven days at Cam Ranh Shipyard for routine maintenance and repairs that included underwater hull cleaning, polishing of the ship's propeller, repairing shipboard piping, and overhaul of the saltwater cooling system that keeps the ship's engines cool and runs the air conditioning. The vessel left port Aug. 24.

Cam Ranh Bay is 180 miles north of Ho Chi Minh City, formerly called Saigon. From 1965 to 1973, Cam Ranh Bay was one of the largest in-country U.S. military facilities during the Vietnam War.

MSC Ship Support Unit Singapore routinely contracts shipyards throughout Southeast Asia to conduct maintenance and repairs on the command's Combat Logistics Force ships, according to the agency. "The Navy saves both time and

money by using multiple commercial shipyards throughout the region, reducing transit times to more distant shipyards, and thereby also reducing the amount of time these ships are off-mission," MSC said in a recent news release. In addition, these ship visits foster positive relations between the U.S. and Vietnam. (The U.S. normalized diplomatic relations with Vietnam in 1995.)

Cam Ranh Bay is a deep-water and sheltered harbor which can easily accommodate larger naval vessels with deep drafts. The *Byrd*, part of the Navy's T-AKE class, measures more than 680 feet in length and displaces more than 41,000 tons.

The *Byrd's* repairs in Vietnam are the third such repairs on MSC vessels in that country over the last two years. The Seafarers-crewed rescue and salvage ship *USNS Safeguard* completed repairs at Saigon Shipmarin Shipyard near Ho Chi Minh City in September 2009. Cam Ranh Shipyard performed maintenance on the *Byrd* in March of last year, but the work was performed at Van Phong Bay, located about 80 miles north of Cam Ranh Bay.

The more recent work was completed

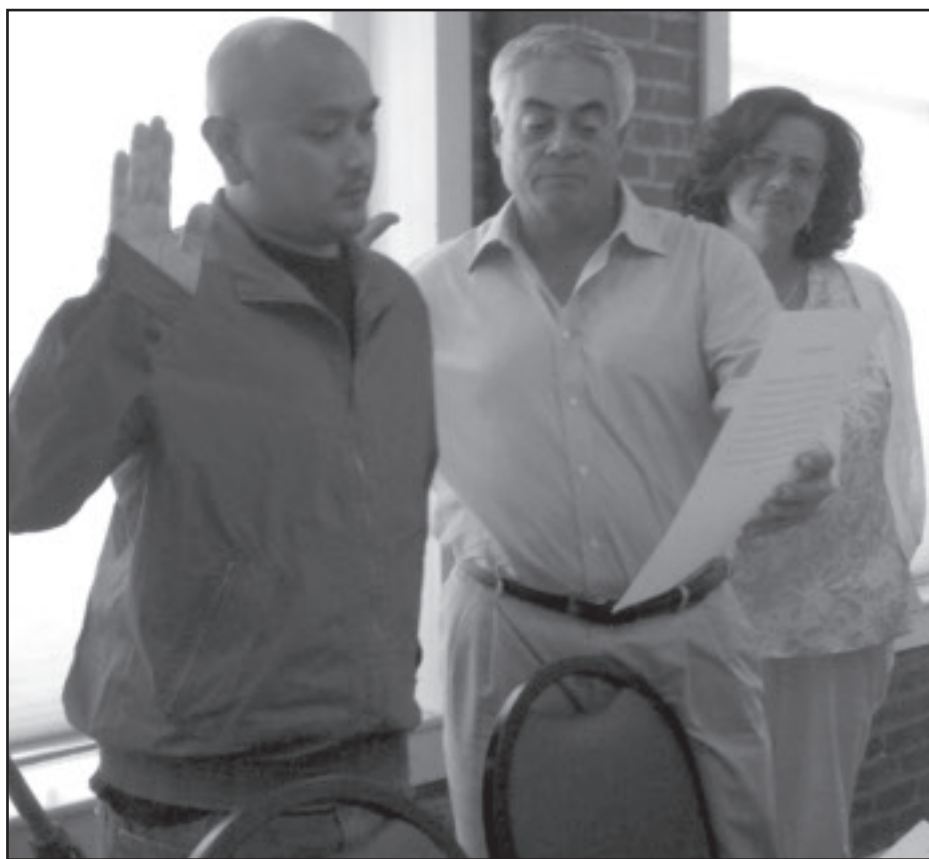


The *USNS Richard E. Byrd* sits at anchor in the port of Cam Ranh Bay, Vietnam, Aug. 18 while undergoing routine maintenance. (U.S. Navy photo by Anh Ho)

Aug. 22 and the *Byrd* got underway two days later to return to normal duties as one of U.S. 7th Fleet's primary supply vessels operating in the Western Pacific. The vessel is one of 11 Seafarers-crewed

dry cargo/ammunition ships that operate worldwide delivering ammunition, provisions, stores, spare parts, potable water and petroleum products to U.S. Navy ships at sea.

Taking the Oath in Oakland



During the August membership meeting in Oakland, Calif., AB Chris Malbas (left) receives his full book and takes the union oath. He is sworn in by SIU VP West Coast Nick Marrone (center) as Safety Director Kathy Chester looks on.

Notice/Reminder

SHBP Enrollment-Beneficiary Cards

The Seafarers Health and Benefits Plan (SHBP) regularly reminds Seafarers about the vital importance of completing and submitting a new SHBP Enrollment-Beneficiary Card whenever a member has a change in his or her family status – such as marriage, divorce, birth of a child, death of a family member, or change in beneficiary. This form enables the Plan to process the member's Seafarers Health and Benefits Plan benefits correctly and expeditiously.

Having an updated card on file is especially important in the event of a member's death. Death benefits for eligible participants are payable to the beneficiary listed on the most recent beneficiary card on file with the Plan. If a member's beneficiary has predeceased the member, or if the member does not name a beneficiary, a maximum amount of \$1,000 may be payable to the member's estate. Also, in order for the member's beneficiary to claim the full amount of the death benefit, the beneficiary must be a **close relative**. "Close relative" is defined by the Plan as follows:

Spouse	Mother	Brother
Child	Father	Sister
Grandchild	Stepmother	Stepsister
Grandfather	Stepfather	Stepbrother
Grandmother	Half-sister	Nephew*
Stepchild	Half-brother	Niece*

(*Niece and nephew are defined as the children of the brother or sister of a deceased employee.)

If the beneficiary named by a member is not a relative on this list, the **maximum amount** he or she can receive as a death benefit is \$1,000. This could greatly reduce any amount payable under the Plan's Graduated Death Benefit rules.

Please check the new member portal on the SIU website (www.seafarers.org) to view the beneficiary information that we have on file to see if it is up-to-date. If the information is outdated, members are urged to submit a current SHBP Enrollment-Beneficiary Card as soon as possible. Those cards are available at the union halls. Also, members may call 1-800-252-4674 and request that a card be mailed to them.

Attention Seafarers

Keep Old Glory Afloat ...

Donate To SPAD (Seafarers Political Action Donation)





Cargo is loaded onto the *El Yunque*.



Bosun Luis Ramirez, AB Jorge Sole
El Yunque

Daily S *The Po*



Pictured at the hall (foreground, from left) are GUDE Darius Edwards, GUDE David McCarthon, SA Lawa Dowdell and AB Ogden Lee.



The port of Jacksonville, Fla., normally features a number of SIU-contracted ships loading and unloading various cargoes. That was the case earlier this summer when the photos on these two pages were taken.

Likewise, the SIU hall on Belfort Road typically remains busy. Whether members are throwing in for a job, registering, or just spending time with fellow Seafarers, the hall has been a friendly gathering point.

The *Horizon Producer* is pictured in Jacksonville, Fla., on July 19



Members check out the job board.



With college football season approaching, AB Tavell Love (left) tests his skills in a popular gridiron video game.



Soler



SA John Fitzgerald, Chief Cook Adalberto Colon Rosa, Steward/Baker Allen Van Buren
El Yunque



Recertified Bosun John Wilson is congratulated on his retirement by Karen Shuford, secretary at the hall. Wilson started sailing in 1968. His first ship was the *Seatrain Georgia*.

Scenes From In And Around Port of JACKSONVILLE

...s a since its opening in November 2009.
...ding SIU-contracted companies whose vessels call on
...m- Jacksonville include American Roll-On/Roll-Off
...ken. Carrier, Crowley Maritime Corp., Horizon Lines,
Liberty Maritime, Maersk Line Limited, Sea Star and
...for a others. They carry commercial and military cargoes -
...point most frequently aboard RO/ROs, but also sometimes
aboard containerships and tankers



Asst. VP Archie Ware (center) is pictured with Safety Director Ashley Nelson (right) and Patrolman Brian Guiry.



...e (left) and AB Randy Cash get into the
...ame.



The *Liberty Promise* is one of many SIU-crewed roll-on/roll-off vessels that call on the port.

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- Union Scholarships for **National Labor College** degree programs.
- NLC offers **unique online degree programs** tailor-made for full-time working men and women.
- To learn more about NLC programs call 1-888-427-0300 or visit NLC.edu.

EDUCATION REBATES

- Use your **Union Plus Credit Card** to purchase from an educational institution and receive money back. Details at UnionPlus.org/EdRebate.



For details about all the *education benefits* available to union members, visit



UnionPlus.org/Education

SIU 09/11

Coast Guard, National Maritime Center Release New Customer Survey

The U.S Coast Guard, in conjunction with its National Maritime Center (NMC), has issued its new online Mariner Credentialing Program Customer Satisfaction Survey.

Released Aug. 11, the new assessment vehicle has been under development for the past several years. It replaces a previous edition which customers had utilized to provide feedback. Agency officials say the new survey should further enhance customer service to the nation's merchant mariners.

The NMC is committed to providing mariners with exceptional service, according to Capt. Anthony Lloyd, commanding officer, U.S. Coast Guard National Maritime Center. For this reason, mariners' opinions regarding their personal experiences with the NMC are vitally important, he said. Feedback provided through the survey will guide improvements to the products and services provided by the NMC. Therefore, mariner and stakeholder involvement in the feedback arena is critical, according to Lloyd. Future improvements depend on it.

Currently, mariners and stakeholders have two ways to access the new survey:

A link to access the survey automatically will be sent to mariners who provided email addresses as part of their application information for Merchant Mariner Credentials. This link will be sent to mariners 10 days following the issuing of their credentials.

Another access link prominently is displayed on the NMC Website (www.uscg.mil/nmc) for those mariners – and others – who did not provide email addresses as part of the information contained in their respective applications.

Once accessed, the 12-question survey will provide mariners with an anonymous method to provide feedback about the NMC's credentialing process and their customer service experience. The entire process should take less than seven minutes to complete.

Those who require assistance or desire further information may contact the NMC by email at IASKNMC@uscg.mil or by phone at 1-888-427-5662.

Personal

Kathy Dehlbom would like people who sailed with Robert Dehlbom in the engine department to contact her. Brother Dehlbom passed away February 2011. She may be reached at (509) 935-6217 or (509) 675-1590.

October & November 2011 Membership Meetings

Piney Point.....	Monday: October 3, November 7
Algonac.....	Friday: October 7, *Monday: November 14
Baltimore.....	Thursday: October 6, November 10
Guam.....	Thursday: October 20, November 24
Honolulu.....	Friday: October 14, November 18
Houston.....	**Tuesday: October 11, Monday: November 14
Jacksonville.....	Thursday: October 6, November 10
Joliet.....	Thursday: October 13, November 17
Mobile.....	Wednesday: October 12, November 16
New Orleans.....	Tuesday: October 11, November 15
New York.....	Tuesday: October 4, November 8
Norfolk.....	Thursday: October 6, November 10
Oakland.....	Thursday: October 13, November 17
Philadelphia.....	Wednesday: October 5, November 9
Port Everglades.....	Thursday: October 13, November 17
San Juan.....	Thursday: October 6, November 10
St. Louis.....	Friday: October 14, November 18
Tacoma.....	Friday: October 21, November 25
Wilmington.....	Monday: October 17, November 21

* Algonac change created by Veterans Day holiday

** Houston change created by Columbus Day holiday

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

Dispatchers' Report for Deep Sea

July 16, 2011 - August 15, 2011

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	25	20	3	28	18	3	5	31	21	0
Anchorage	0	3	0	0	0	0	0	0	4	1
Baltimore	9	2	1	2	2	0	1	13	4	0
Fort Lauderdale	17	10	1	17	8	1	8	23	13	0
Guam	1	5	0	3	3	0	0	2	5	0
Honolulu	2	2	0	1	1	0	0	8	4	1
Houston	59	15	2	34	10	1	20	93	25	5
Jacksonville	35	30	0	30	20	2	11	60	54	3
Joliet	7	8	2	7	8	2	0	6	3	0
Mobile	6	9	0	9	4	1	4	15	11	2
New Orleans	13	7	0	12	5	0	8	20	11	2
New York	36	21	4	31	10	1	14	82	39	6
Norfolk	16	22	5	12	17	2	11	27	33	6
Oakland	27	10	1	18	7	0	11	54	23	1
Philadelphia	8	7	0	3	3	0	2	14	10	0
Piney Point	0	2	0	0	1	0	0	1	2	0
Puerto Rico	12	3	2	4	4	0	2	18	6	2
Tacoma	32	23	2	25	10	3	19	68	37	2
St. Louis	2	5	0	0	1	0	0	4	5	0
Wilmington	31	19	1	28	11	1	16	43	35	6
TOTALS	338	223	24	264	143	17	132	582	345	37
Engine Department										
Algonac	10	2	1	9	4	0	0	11	3	1
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	2	5	0	2	4	0	2	5	7	0
Fort Lauderdale	14	4	0	4	3	0	2	19	10	0
Guam	0	2	0	1	0	0	0	3	2	1
Honolulu	7	2	2	2	2	0	1	14	7	2
Houston	16	11	0	11	5	0	5	33	25	2
Jacksonville	18	26	0	15	14	0	10	27	37	0
Joliet	6	6	0	4	4	0	0	3	4	1
Mobile	5	2	0	3	0	0	1	14	4	0
New Orleans	6	2	2	4	0	0	2	10	4	2
New York	16	13	1	16	5	0	7	24	17	4
Norfolk	9	18	1	12	11	2	4	12	30	1
Oakland	12	6	0	6	4	1	7	20	18	1
Philadelphia	4	3	0	4	0	0	2	1	7	0
Piney Point	1	3	0	1	1	0	1	1	4	0
Puerto Rico	4	3	0	2	4	0	4	7	8	0
Tacoma	15	5	0	12	7	0	10	30	13	1
St. Louis	2	2	0	0	0	0	1	4	2	0
Wilmington	9	11	3	6	9	3	5	16	23	3
TOTALS	156	126	10	114	77	6	64	254	226	19
Steward Department										
Algonac	3	4	0	4	4	0	0	3	2	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	5	1	0	0	1	0	0	7	2	0
Fort Lauderdale	9	7	1	9	3	1	2	15	11	1
Guam	2	2	0	0	1	0	0	2	3	0
Honolulu	7	1	1	8	0	0	1	15	2	1
Houston	13	5	1	18	8	0	11	23	10	1
Jacksonville	32	3	0	14	4	0	5	36	6	1
Joliet	1	3	1	1	4	0	0	1	1	1
Mobile	8	3	0	3	1	0	0	11	2	0
New Orleans	6	1	0	5	0	0	4	7	4	2
New York	25	5	0	15	7	0	9	35	6	0
Norfolk	11	5	0	3	10	0	3	17	13	0
Oakland	22	4	0	14	3	1	11	31	7	1
Philadelphia	2	0	0	2	2	0	3	7	0	0
Piney Point	1	2	0	2	2	0	2	4	4	0
Puerto Rico	2	0	0	1	0	0	0	5	1	0
Tacoma	15	2	0	14	4	0	8	29	4	0
St. Louis	0	1	0	0	2	0	0	2	1	0
Wilmington	27	3	0	17	4	1	6	45	4	1
TOTALS	191	52	4	130	60	3	65	295	83	9
Entry Department										
Algonac	6	19	18	2	12	11	1	8	22	29
Anchorage	0	1	0	0	0	0	0	0	2	2
Baltimore	0	3	1	0	0	0	0	1	5	5
Fort Lauderdale	0	10	3	0	10	0	1	1	14	10
Guam	0	3	0	0	0	0	0	0	2	0
Honolulu	3	6	2	2	6	4	0	4	11	6
Houston	2	14	4	1	10	2	5	3	31	8
Jacksonville	2	17	6	2	14	6	1	4	38	19
Joliet	1	2	3	0	3	3	0	1	0	0
Mobile	0	6	1	0	3	0	2	0	6	1
New Orleans	1	4	3	1	4	0	2	1	7	6
New York	5	29	7	4	24	0	2	10	60	16
Norfolk	1	19	17	0	14	4	3	1	28	36
Oakland	2	12	7	0	8	4	1	5	30	14
Philadelphia	0	2	1	0	1	0	1	0	4	1
Piney Point	0	19	21	0	20	19	0	0	5	3
Puerto Rico	1	2	0	1	0	0	0	1	3	4
Tacoma	5	13	2	4	9	2	4	5	16	10
St. Louis	0	0	0	0	1	0	0	0	1	0
Wilmington	3	15	6	2	7	1	1	10	26	16
TOTALS	32	196	102	19	146	56	24	55	311	186
GRAND TOTAL:	717	597	140	527	426	82	285	1,186	965	251

Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

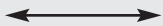
Tom Orzechowski,
Vice President Lakes and Inland Waters

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



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

ANCHORAGE

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

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2315 Essex St., Baltimore, MD 21224
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P.O. Box 3328, Hagatna, Guam 96932
Cliffline Office Ctr. Bldg., Suite 103B
422 West O'Brien Dr., Hagatna, Guam 96910
(671) 477-1350

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(808) 845-5222

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

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(904) 281-2622

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(815) 723-8002

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(251) 478-0916

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(504) 328-7545

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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

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(510) 444-2360

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PINEY POINT

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Santurce, PR 00907
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(253) 272-7774

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



Inquiring Seafarer

Editor's note: Responses to this month's question were provided by members at the union hall in New Orleans.

Question: What are your views on the piracy issue and what would you do to combat it?

Calvin Miles
Recertified Bosun

The piracy situation is getting worse. Three out of the last four ships I've been aboard went overseas. Two of them had security teams aboard and a third had a U.S. Navy escort. We did not have any security at all on the fourth ship, but we had plans in place with respect to places to go to on the ship if we were boarded — which, fortunately, we were not. I think more should be done to have security teams aboard vessels rather than rely on officers and members of the crews to fend off the bad guys. We have water hoses rigged up to fight pirates off should they attempt to board our vessel, but to me this won't do very much during an actual attack. I was aboard a ship last year (*ITB Philadelphia*) headed to Kenya and the pirates on three boats tried



to board us. Luckily, we had a security team aboard plus we had a Navy escort. Two of the boats got away, but the Navy caught the third, captured the pirates and sunk their vessel.

Justin White
AB

I have had to stand pirate watch while on a ship. I believe that self-protection aboard ship is a very important thing. It has become increasingly more important because incidents involving piracy seem to be increasing. Still, you can't expect the Navy or Coast Guard to always be in the areas where acts of piracy might take place. Therefore I think a certain amount of self-protection aboard the vessel is important. I also think the SIU should continue to play a leading role in determining what measures should be taken to combat this problem since it represents so many mariners aboard so many ships. The companies also have a responsibility to help keep us safe.



Clinton Crowden
AB

I know that the union is involved

in trying to get this problem solved. I do think that more should be done from within the international community. If countries around the world would come together to help solve some of Somalia's economic problems, I think things would be different. The pirates are doing what they are doing out of desperation. Their country is in a desperate situation economically; they are living by any means necessary to survive. So rather than concentrating on trying to police such a large area and stop the attacks, more effort should be made to assist these people and stand behind them. The United Nations should take the lead in getting all other countries together to help these people improve their lives. The problem of piracy might not go away completely, but I think that it would not be as bad as it is now.

Hermen Crisanto
AB

I think the piracy problem is bad right now, but I'm not sure about the best way to stop it. When we are out there, we have to do our parts to protect ourselves and this includes safety. We should do

everything safely while aboard ship. It should be our main focus. Next we need to be sure to follow the directions of our officers if they think we are about to be attacked. Everyone aboard the ship needs to be familiar with plans about where to go and hide if the pirates attack us. When we are in foreign ports at anchor, everyone should keep their eyes open and make sure that no unauthorized people come aboard.

Jermaine Robinson
Chief Cook

Piracy is definitely a big problem and having armed military security teams aboard vessels is probably the best way to get it under control or stop it. Money is the pirates' main motivation. In the event of a pirate boarding, all crew members should put into play all the practices and techniques that we learned during our training.



Pic-From-The-Past



Retiree Bill Kambar (fourth from left) submitted this photo of the first-class dining room waiters aboard the *SS Independence*, taken around December 1950. "I was a waiter for a while and in 1951, I was promoted to chef's yeoman," Kambar recalled. He sailed aboard the American Hawaii Cruises vessel for 18 years and later worked as a marine personnel manager for SIU-contracted Ogden Marine, which in 1983 became OMI Corp.

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

SAYED AMASHA

Brother Sayed Amasha, 63, became a Seafarer in 1980 while in the port of New York. His first trip was aboard the *Liberator*; his last was on the *Maersk Wisconsin*. Brother Amasha was born in Egypt and worked in the steward department. He upgraded three times at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Amasha lives in Brooklyn, N.Y.

JOHN BULAWAN

Brother John Bulawan, 69, joined the Marine Cooks & Stewards in 1974 in San Francisco. He was initially employed aboard the *Santa Mercedes*. Brother Bulawan was a member of the steward department. The Hawaii-born mariner's final trip was on the *R.J. Pfeiffer*. Brother Bulawan attended classes on numerous occasions at the Piney Point school. He now calls Las Vegas home.



MATTHEW DUNLAVY

Brother Matthew Dunlavy, 76, began sailing with the SIU in 1958. His earliest journey was on the *Waldo*. Brother Dunlavy shipped in the engine department. His final voyage was aboard the *Houston*. Brother Dunlavy resides in his native state of Texas.



GERALD GAVIN

Brother Gerald Gavin, 66, signed on with the Seafarers in 1998. He originally worked on the *USNS Pathfinder*. In 1999, Brother Gavin took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. He most recently sailed aboard the *USNS Effective*. Brother Gavin worked in the engine department. He makes his home in Reno, Nev.



CARLOS GONZALEZ

Brother Carlos Gonzalez, 64, started shipping with the union in 1972 while in the port of New Orleans. He initially sailed on the *Steel Traveler*. Brother Gonzalez shipped in the deck department of both the deep sea and inland divisions. His last trip was aboard the *Boomtown*.

Brother Gonzalez is a resident of Marrero, La.

BRENT JOHNSON

Brother Brent Johnson, 71, donned the SIU colors in 1991. His earliest trip was on the *USNS Titan*. Brother Johnson enhanced his skills in 2010 at the Paul Hall Center. His most recent trip was aboard the *Horizon Kodiak*. Brother Johnson, who sailed in the deck department, lives in Bothell, Wash.



LAMONT LOVICK

Brother Lamont Lovick, 54, began sailing with the Seafarers in 1981. His first trip was on the *Inger*. Brother Lovick worked in the deck department. He upgraded often at the maritime training center in Piney Point, Md. Brother Lovick's final voyage was on the *Virginian*. He was born in Norfolk, Va., and settled in nearby Newport News.

SANTIAGO RAMOS

Brother Santiago Ramos, 56, started his SIU career in 2001 as the NMU was merging into the SIU. The deck department member's last trip was aboard the *Chelsea*. Brother Ramos calls Brooklyn, N.Y., home.

MOHAMED SHAIBI

Brother Mohamed Shaibi, 65, became an SIU member in 1978. His earliest trip was on the



Thompson Pass. In 1987, Brother Shaibi upgraded his skills at the Paul Hall Center. He last sailed aboard the *Global Sentinel*.

Brother Shaibi was a member of the steward department. He makes his home in Seattle.

ALFREDO SILVA

Brother Alfredo Silva, 65, signed on with the union in 1998. He initially worked on the *Global Mariner*. On numerous occasions, Brother Silva took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. The engine department member's final trip was aboard the *Sunshine State*. Brother Silva resides in Hialeah, Fla.



DANIEL TAYLOR

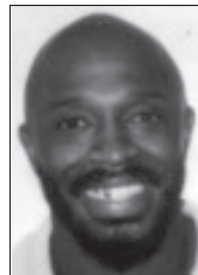
Brother Daniel Taylor, 61, began

sailing with the SIU in 2001. He shipped aboard vessels such as the *Benavidez* and the *Eagle*. Brother Taylor attended classes frequently at the Paul Hall Center. He worked in the steward department. Brother Taylor is a resident of Laporte, Texas.



JOHNNY WESTBERRY

Brother Johnny Westberry, 62, became an SIU member in 2001 when the SIU and NMU merged.



He lives in Savannah, Ga.

The steward department member upgraded his skills in 2005 at the Piney Point school. Brother Westberry most recently sailed on the *Green Lake*.

HENRY WHITT

Brother Henry Whitt, 63, was born in Cincinnati. He started his SIU career in 2001 as the NMU was merging into the SIU. In 2001 and

2002, Brother Whitt visited the Seafarers-affiliated school in Piney Point, Md., to enhance his skills. He sailed in the deck department. Brother Whitt's last voyage was aboard the *Faust*. He calls Houston home.



INLAND

CHARLES JONES

Brother Charles Jones, 55, joined the union in 1980. He initially signed on with Sabine Towing.



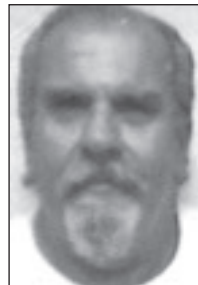
Brother Jones sailed as a member of the deck department. He upgraded on two occasions at the Paul Hall Center. Brother Jones's final trip was with Crowley Towing & Transportation of Jacksonville, Fla. He makes his home in Jacksonville.

Brother Jones sailed as a member of the deck department. He upgraded on two occasions at the Paul Hall Center. Brother

WILLIAM MEYER

Brother William Meyer, 62, began sailing with the SIU in 1985. He

was mainly employed with Sheridan Transportation Company. Brother Meyer worked in the deck department. Brother Meyer lives in Dania Beach, Fla.



GREAT LAKES

DENNIS WYLLIE

Brother Dennis Wyllie, 65, signed on with the union in 1976. Brother Wyllie worked in the deck department. His first ship was the *Richard J. Reiss*; his last was the *Walter J. McCarthy*.

In 1979, Brother Wyllie took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. He resides in Port Huron, Mich.



This Month In SIU History

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

1944

One of the most modern union halls in the country was officially opened last week by the SIU. The six-story building at 51 Beaver Street will house both the New York branch and the Atlantic & Gulf District offices. The union occupies the top five floors with the shipping hall taking the entire second floor. The lounge, complete with card and writing tables, takes the third floor. The stewards' offices and the baggage room, which offers free baggage checking for members in good standing, are on the fourth floor and branch offices, including the office of the *Seafarers LOG*, take up the fifth floor. Atlantic & Gulf District Headquarters comprise the top floor. The reaction of the membership to their new home has been very favorable. Commenting on the new building one Seafarer said, "From now on we don't have to take off our hat to nobody."

1950

The SIU's four-year fight for a Cities Service contract produced ample evidence of an anti-union conspiracy among the big oil tanker companies, Secretary-Treasurer Paul Hall told a Senate Labor Subcommittee, as a probe of labor-management relations in the East Coast tanker industry got under way on September 25. In a statement to the subcommittee, headed by Sen. James Murray (D-Mont.), SIU officials declared that the Cities Service Oil Company and its allies in the industry thumbed their noses at the law, at the community, and the men who man their ships. Describing the labor spy set-up, mass firing, company unions, stalling, and similar techniques employed by the marine division of Cities Service to

stave off a contract with SIU, Hall told of extensive use of crimps and other questionable hiring practices prevailing in the unorganized tanker field.

1968

The SIU's Welfare and Vacation plans have paid out a total in benefits of \$101,039,786.89. The SIU Welfare Plan was first launched in 1950 and, since that time, more than \$41,555,958.55 has been paid out for hospital, death, disability, maternity, dependent, optical and outpatient benefits. In February 1952, the SIU Vacation Plan was inaugurated and it has since paid a total of \$59,483,828.34 in vacation benefits for SIU members. The total value of welfare benefits is actually considerably higher, since the cost of scholarship payments, meal books, training facilities, and medical examinations – for SIU members and their dependents – are not included in the above figures.

1970

The SIU-AGLIW District and its contracted companies have reached an agreement on a new contract. The contract provides wage increases giving SIU members the highest base wage scale on the East and Gulf Coasts coupled with a new earlier retirement pension program. The wage and pension combination together with an increased contribution to the Seafarers Welfare Plan brought the total value of the package to more than \$100 per month. Monthly wage increases ranged from a low of \$24.04 to a high of \$45.63. The new Pension Plan provides that effective January 1, 1971, a seaman who has 20 years sea time and is 55 years of age may retire at \$250 per month. The current pension benefits, including retirement at 65 with 15 years sea time and retirement on disability with 12 years of sea time, remain in effect.



Final Departures



DEEP SEA

LLOYD AKIN

Pensioner Lloyd Akin, 86, died March 18. Brother Akin was born in McKinney, Texas. He signed on with the SIU in 1953. Brother Akin, a member of the deck department, originally worked with Bloomfield Steamship Company. He last sailed aboard the *Liberator*. Brother Akin went on pension in 1987 and lived in Humble, Texas.



MICHAEL ANZALONE

Pensioner Michael Anzalone, 74, passed away April 6. Brother Anzalone became a Seafarer in 1957 in the port of New York. He initially sailed on the *Ft. Hoskins*. The Brooklyn-born mariner was a member of the steward department. Prior to his retirement in 1996, Brother Anzalone worked aboard the *Charles L. Brown*. He settled in Phoenix, Ariz.



ALFRED BERTRAND

Pensioner Alfred Bertrand, 79, died April 14. Brother Bertrand joined the union in 1961. He originally worked aboard a Hercules Steamship Corporation vessel. Brother Bertrand's final trip was on the *Overseas Chicago*. The engine department member was born in Houston. Brother Bertrand retired in 1997 and called Pasadena, Texas, home.



GLENN BERTRAND

Brother Glenn Bertrand, 53, passed away January 15. Brother Bertrand first donned the SIU colors in 1975. He initially shipped aboard the *Long Lines*. Brother Bertrand, who sailed in both the steward and deck departments, was born in Houston. He last worked on the *Westward Venture*. Brother Bertrand made his home in Pearland, Texas.



JAMES DICKINSON

Pensioner James Dickinson, 86, died March 23. Brother Dickinson began shipping with the union in 1943. He was an Alabama native and worked in the engine department. During his seafaring career,

Brother Dickinson sailed with Waterman Steamship Corporation and V Ships Marine. He went on pension in 1987 and lived in Denver.



RANDOLPH FEREBEE

Pensioner Randolph Ferebee, 85, passed away March 28. Brother Ferebee signed on with the SIU in 1956 while in the port of New York. The engine department member initially shipped on the *Robin Mowbray*. Brother Ferebee was born in Norfolk, Va. His final trip was aboard the *USNS Prevail*. Brother Ferebee called Elizabeth City, N.C., home.



ARTHUR HARRINGTON

Pensioner Arthur Harrington, 82, died March 18. Brother Harrington was born in Massachusetts. He started sailing with the SIU in 1952 while in the port of New York. Brother Harrington, who sailed in the deck department, was first employed with Ore Navigation Corporation. His last voyage was aboard the *ITB New York*. Brother Harrington retired in 1991. He was a resident of Charleston, S.C.



LEON KLEINMAN

Pensioner Leon Kleinman, 87, passed away March 20. Brother Kleinman was born in New York. He started sailing with the Seafarers in 1956 while in the port of New Orleans. Brother Kleinman sailed in the engine department. He was primarily employed with Waterman Steamship, sailing on vessels such as the *Hurricane* and the *Stonewall Jackson*. Brother Kleinman became a pensioner in 1988. He was a resident of Kenner, La.



ROBERTO MACATUNO

Brother Roberto Macatuno, 50, died February 14. Brother Macatuno joined the union in 1998 in Baltimore. During his SIU career he sailed aboard vessels



operated by TYCO such as the *Charles Brown* and the *Global Link*. Brother Macatuno was born in the Philippines and shipped in the deck department. He settled in Dundalk, Md.

LOUIS MCDUFFIE

Pensioner Louis McDuffie, 64, passed away March 14. Brother McDuffie became an SIU member in 1967 while in the port of Mobile, Ala. His earliest trip was aboard a Hudson Waterways Corporation vessel. Brother McDuffie last shipped on the *Overseas Natalie*. He sailed in both the deck and engine departments. Brother McDuffie started receiving his pension in 1990 and made his home in Mobile.

MAURICE OLSON

Pensioner Maurice Olson, 93, died April 8. Brother Olson began sailing with the Seafarers in 1944. He was born in Milwaukee, Wis. Brother Olson initially shipped with Waterman Steamship Corporation. His final ship was the *Inger*. Brother Olson, who sailed in the deck department, went on pension in 1983. He lived in Tewksbury, Mass.



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

NATIONAL MARITIME UNION

DONALD BERGER

Pensioner Donald Berger, 89, passed away January 12. Brother Berger retired in 1986 and resided in Ephrata, Wash.

HUMBERTO BOCANEGRA

Pensioner Humberto Bocanegra, 81, died February 24. Brother Bocanegra, a native of Kingsville, Texas, became a pensioner in 1995. He called Robstown, Texas, home.

PEDRO BOU

Pensioner Pedro Bou, 87, passed away March 7. Brother Bou was born in Corozal, P.R. He went on pension in 1971. Brother Bou settled in Puerto Rico.

PERCIVAL BUCHANAN

Pensioner Percival Buchanan, 89, died March 11. The Jamaican-born mariner became a pensioner in 1977. Brother Buchanan was a resident of St. Petersburg, Fla.

ARTHUR BURNS

Pensioner Arthur Burns, 84, passed away February 5. Brother Burns was a native of New York. He started collecting his retirement compensation in 1985. Brother Burns lived in the Bronx, N.Y.

ANTONE CASIMERO

Pensioner Antone Casimero, 85, died January 28. Brother Casimero was born in Hawaii. He went on pension in 1987 and called El Paso, Texas, home.

MARTIN CRUZ

Pensioner Martin Cruz, 96, passed away February 3. Brother Cruz was a native of Yabucoa, P.R. He retired in 1972. Brother Cruz continued to make his home in Puerto Rico.



ANTHONY DELSIE

Pensioner Anthony Delsie, 97, died March 3. Brother Delsie was born in Boston. He became a pensioner in 1975. Brother Delsie settled in Brockton, Mass.

EUGENE DICKERSON

Pensioner Eugene Dickerson, 83, passed away February 15. Brother Dickerson was a Banes, La., native. He started collecting his retirement compensation in 1974. Brother Dickerson lived in Dallas.

MIGUEL FARINA

Pensioner Miguel Farina, 97, died February 21. Brother Farina, a native of Spain, went on pension in 1980. He was a resident of Middle Village, N.Y.

HENRY FRANKLIN

Pensioner Henry Franklin, 84, passed away March 3. Brother Franklin was born in Norfolk, Va. He began receiving his pension in 1972. Brother Franklin lived in Wilson, N.C.

LAURO GONZALES

Pensioner Lauro Gonzales, 86, died February 18. Born in Maxwell, Texas, he became a pensioner in 1989. Brother Gonzales was a resident of New Orleans.

ERNEST HAGGER

Pensioner Ernest Hagger, 73, passed away January 27. Brother Hagger was a Lake Charles, La., native. He retired in 2000. Brother Hagger continued to reside in Lake Charles.

EUGENE JONES

Pensioner Eugene Jones, 71, died February 25. Brother Jones was born in Kansas City. He went on pension in 2002. Brother Jones settled in Snohomish, Wash.

WILLIAM KUKLA

Pensioner William Kukla, 88, passed away March 11. Brother Kukla, a native of Cass, Pa., started collecting his retirement compensation in 1988. He called Williamstown, N.J., home

NEWTON LOCKWOOD

Pensioner Newton Lockwood,

86, died February 17. Brother Lockwood was born in Indiana. He began receiving his pension in 1986. Brother Lockwood resided in New Salisbury, Ind.



JAMES McCONNELL

Pensioner James McConnell, 87, passed away February 14. Brother McConnell was a native of Winston-Salem, N.C. He became a pensioner in 1989. Brother McConnell made his home in Camden City, N.J.

JOSEPH PATRIARCA

Pensioner Joseph Patriarca, 83, died March 9. Brother Patriarca was born in Italy. He went on pension in 1968 and lived in Liverpool.

ANTONIO RODRIGUEZ

Pensioner Antonio Rodriguez, 94, passed away March 7. Brother Rodriguez, a native of Puerto Rico, began collecting his retirement compensation in 1967. He was a New York resident.

MICHAEL SANOIAN

Pensioner Michael Sanoian, 83, died March 4. Brother Sanoian was a New York native. He retired in 1990 and called Ransomville, N.Y., home.

HERMINIO SANTIAGO

Pensioner Herminio Santiago, 80, passed away March 14. Brother Santiago was born in Puerto Rico. He became a pensioner in 1981. Brother Santiago settled in Florida.

Name	Age	DOD
Cameron, John	83	March 4
Charles, Rosie	79	Feb. 9
Ebanks, Harris	93	Jan. 16
Emilien, Raymond	81	March 16
Escudero, Gabriel	95	Feb. 20
Freeman, Thomas	85	Jan. 27
Goodman, Carlton	85	March 15
Harris, Willie	86	Feb. 5
Hart, Louis	95	Jan. 14
Haylock, Edward	86	Feb. 16
Hubbard, Samuel	83	Jan. 19
Leung, Albert	85	Jan. 25
Marshall, James	70	Feb. 15
Mottola, Michael	87	Feb. 24
Ortiz, Heriberto	91	Feb. 7
Preston, Manuel	85	Feb. 4
Rodriguez, Fabian	90	Feb. 16
Villanueva, Alfonso	77	March 7



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.

SEABULK TRADER (Seabulk International), June 19 – Chairman **Jessie Natividad Jr.**, Secretary **John McGill**, Educational Director **Gilbert L. Johnson**, Deck Delegate **Melvin Smalls**, Engine Delegate **Matthew Wright**. Chairman went over procedures for getting and renewing MMDs/merchant mariner credentials. Secretary reported smooth sailing and reiterated the need to renew documents in a timely manner. He also advised all mariners to enhance skills at the union-affiliated training center in Piney Point, Md. Educational director suggested that members visit www.seafarers.org or read the *Seafarers LOG* to get class schedules for the Piney Point school. No beefs or disputed OT reported. Bosun discussed unemployment issues and gave a recommendation how they may be avoided.

ALASKAN FRONTIER (Alaska Tanker), July 17 – Chairman **Richard A. Szabo**, Secretary **Gregory S. Lynch**, Educational Director **Rollin R. Crump**, Deck Delegate **Jose M. Calong**, Engine Delegate **Alberto B. Sameda**, Steward Delegate **Roberto Martinez**. Chairman noted a good gang on deck including five extra DEUs riding for the summer. Secretary explained to the crew that company "Wellness Program" is beginning to settle in. Soda products have been discontinued; new juice machines have been installed with Gatorade and iced tea in them. He advised them to let the steward department know of any health issues so they can try to accommodate them. Educational director urged mariners to renew documents in plenty of time so no job opportunities will be missed. Treasurer reported \$8,000 in ship's fund. No beefs or disputed OT reported. Crew members were asked to keep laundry room clean. Kudos given to the steward department for good food. Members would like increased medical, dental and vacation benefits.

CHARGER (Maersk Line, Limited), July 9 – Chairman **Gerry Gianan**, Secretary **Rolando M. Lopez**, Educational Director **Andrew J. Linares**, Deck Delegate **Hussein Mohamed**, Engine Delegate **Amer Ghaleb**, Steward Delegate **Khaled Taffi**. Chairman went over ship's itinerary and reminded crew to upgrade and to renew documents in timely fashion. He discussed the proper way to operate crew washing machine. Crew was thanked for a safe, accident-free voyage. Secretary expressed gratitude for mariners helping keep ship clean. He asked departing members to strip down beds and send linen to laundry. Educational director encouraged mariners to upgrade at Paul Hall Center and contribute to SPAD (Seafarers Political Activity Donation). Beef reported in the deck department; no disputed OT. Request was made for Wi-Fi installation and extra computer in crew lounge. Next port: Long Beach, Calif.

GLOBAL SENTINEL (Transoceanic Cable Ship Company), July 26 – Chairman **Lee Hardman**, Secretary **Vicki L. Haggerty**, Educational Director **Vladimir Tkachev**, Engine Delegate **John Carson**. Bosun discussed ship's itinerary and thanked the steward department for a great Fourth of July BBQ. He talked about issues involving outside contractors aboard vessel. Secretary suggested raising budget. She reported that

Scenes from Cape Intrepid

Seafarers from the Crowley-operated *Cape Intrepid* submitted these photos following a voyage that ended in Portland, Ore.



Chief Steward Sally Santiago, Chief Cook Benjamin Sivells, SA Demetri Baker



Bosun LBJ Tanoa, OS Mohamed Alghazali, AB Raul Molina



AB Brian Frederick, AB Robert Calvo, OS Mohamed Alghazali



QMED/Chief Electrician Phillip Greenwell



AB Moses Shaibi

new ice machine to be delivered July 28. Educational director advised all mariners to attend classes at the Seafarers-affiliated school in Piney Point, Md., and stay up-to-date on all necessary seafaring documents. Treasurer stated \$3,300 in ship's fund. No beefs or disputed OT reported. Crew would like information on contract.

HORIZON PRODUCER (Horizon Lines), July 27 – Chairman **Edwin Rivera**, Secretary **Kenneth L. McHellen**, Educational Director **Angel S. Hernandez**, Deck Delegate **Jimmy T. Orr**, Engine Delegate **Hector J. Ginel**, Steward Delegate **Juan J. Vallejo**. Chairman announced payoff on July 28 before arrival in Puerto Rico. He reminded crew two forms of ID were required at all APM terminals and in Puerto Rico. He thanked steward department for a great job. Secretary urged mariners to keep trash separated from plastics. He reminded them that when washing clothes, one washer is for work clothes, the other is for street clothes. Educational director urged members to enhance their skills, which can lead to better opportunities and advancement. No beefs or disputed OT reported. Members talked about issues directly and

indirectly related to Seafarers Vacation Plan. They also discussed maintaining possession of passports. Next ports: Jacksonville, Fla., and San Juan, P.R.

HORIZON TIGER (Horizon Lines), July 3 – Chairman **Lawrence L. Kunc**, Secretary **Terry L. Allen**, Educational Director **Mohamed Y. Abdullah**, Deck Delegate **James E. Murphy**, Engine Delegate **Lonnie Carter**. Chairman stated payoff to take place before arrival in Los Angeles. He thanked crew for a great job getting ship ready for sea after shipyard stay. Secretary informed members that as of June 1 they can get medical records, seetime and forms from www.seafarers.org. Educational director reiterated the need to renew documents in a timely manner and advised all mariners to enhance skills at the union-affiliated training center in Piney Point, Md. No beefs or disputed OT reported. President's report from the June *Seafarers LOG* was read and discussed. Need for new mattresses was noted. Crew would also like company to provide internet service and satellite phone. Vote of thanks given to the steward department for excellent food. Next ports: Los Angeles and

Oakland, Calif.

HORIZON TRADER (Horizon Lines), July 3 – Chairman **Tony Mercado**, Secretary **Kevin M. Dougherty**, Educational Director **Thomas M. Flynn**, Engine Delegate **Jermaine Love**, Steward Delegate **Richard Jones**. Bosun announced payoff before scheduled July 8 arrival in Jacksonville, Fla. He thanked steward department for BBQs and fine food. Educational director advised everyone to upgrade at the SIU-affiliated school in Piney Point, Md., and make sure they stay up-to-date on their TWIC and MMD/MMC. Treasurer reported \$2,000 in ship's fund. No beefs or disputed OT reported. Recommendation was made to increase pension benefits. Clarification requested about Horizon Lines yearly stress test and physical policy. Next ports: Jacksonville, Fla. and San Juan, P.R.

MAERSK CAROLINA (Maersk Line, Limited), July 17 – Chairman **Wilfred P. Maurice**, Secretary **Alexander Banky III**, Educational Director **Kevin M. Cooper**. Chairman reported another safe trip with no lost-time injuries; that makes 2,564 days. He reminded

crew to keep garbage room locked in port and thanked them for working professionally. Secretary requested an additional steward assistant to offset the increased workload due to extra personnel on vessel. He advised mariners to read the *Seafarers LOG* to stay informed on any changes to benefits or shipping rules. Educational director reminded crew to get their time in and take advantage of upgrading at Piney Point. No beefs or disputed OT reported. Suggestions were made regarding pension, medical and vacation benefits

MAERSK GEORGIA (Maersk Line, Limited), July 31 – Chairman **Michael Brewley**, Secretary **Darryl K. Goggins**, Educational Director **Bryan E. Maddox**, Deck Delegate **Ion Boros**. Chairman read and discussed the latest issue of the *Seafarers LOG*. Secretary asked members departing vessel to leave rooms clean and supplied with fresh linen. Educational director urged members to enhance their skills, which can lead to better opportunities and advancement. No beefs or disputed OT reported. Crew made recommendations pertaining to medical and dental benefits. Next port: Norfolk, Va.



The *USNS Lewis and Clark* sails in the Pacific Ocean as cargo is transferred from the dry cargo-ammunition ship to the *USNS Comfort*. (U.S. Air Force photo by Staff Sgt. Alesia Goosic)



A U.S. military helicopter carries gear to the hospital ship *USNS Comfort* from the *USNS Lewis and Clark* during an underway replenishment. (U.S. Navy photo by Mass Communication Specialist 2nd Class Eric C. Tretter)



The unrep continues with the aid of an MH-60S Sea Hawk helicopter. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jonathon E. Davis)

SIU CIVMARS Support Various Missions

Members of the SIU Government Services Division sail aboard different types of U.S. Military Sealift Command vessels supporting our armed forces. They also back humanitarian missions, research projects and other assignments sponsored by the U.S. government. Pictured on this page

are recent scenes of two CIVMAR crewed ships in action: the *USNS Comfort* and the *USNS Lewis and Clark*. As previously reported, the *Comfort* is sailing on a five-month humanitarian mission known as Continuing Promise 2011. All photos were taken in late July.



Personnel embarked aboard the *USNS Comfort* accept cargo from the *USNS Lewis and Clark*. (U.S. Air Force photo by SSgt. Courtney Richardson)



Bosun Gerald Butch places chaffing gear on mooring lines as the *USNS Comfort* is docked in El Salvador. (U.S. Navy photo by Mass Communication Specialist 2nd Class Eric C. Tretter)

Know Your Rights

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

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

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

receipt requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

Paul Hall Center Upgrading Course Schedule

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

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

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

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

Title of Course	Start Date	Date of Completion
Deck Department		
Able Seaman	October 1	October 28
Bosun Recertification	October 15	November 7
ECDIS	November 12	November 18
GMDSS	November 26	December 9
Lifeboat	September 17 October 15 November 12	September 30 October 28 November 25
STOS	October 29	November 11
Radar renewal (one day)	September 7 November 7	September 7 November 7
Radar Observer	August 6	August 19
Tanker Asst. Cargo DL	September 17	September 30
Tank Barge PIC	October 8	October 14
Engine Department		
BAPO	September 17 November 12	October 14 December 9
FOWT	October 15	November 11
Junior Engineer	October 22	December 16
Marine Electrician	September 24	November 18

Title of Course	Start Date	Date of Completion
Pumpman	September 17	September 30
Welding	October 1 October 29 November 26	October 21 November 18 December 16

Steward Department

Chief Steward	October 8	November 18
Chief Cook	These modules start every other week. The most recent class began August 22.	
Galley Operations/Advanced Galley Operations	These modules start every Monday.	

Safety Upgrading Courses

Advanced Firefighting	September 17 November 12	September 30 November 25
Basic Firefighting/STCW	September 10 October 1	September 16 October 7
Government Vessels	August 13	August 19
Medical Care Provider	October 1 November 26	October 7 December 2
Vessel Security Officer	October 15	October 18

NOTICE: NMC Web Site is Vital Resource for Mariners

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

Seafarers are encouraged to check out the site at: <http://www.uscg.mil/nmc/>. Mariners may call the NMC at 1-888-IASKNMC (1-888-427-5662). Operational hours are 8 a.m. to 8 p.m. EST, Monday through Friday. (The NMC is closed for all federal holidays.) Various email forms also are available through the NMC web site.

UPGRADING APPLICATION

Name _____

Address _____

Telephone (Home) _____ (Cell) _____

Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

If the following information is not filled out completely, your application will not be processed.

Social Security # _____ Book # _____

Seniority _____ Department _____

Home Port _____

E-mail _____

Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No

If yes, class # _____

Have you attended any SHLSS/PHC upgrading courses? Yes No

If yes, course(s) taken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

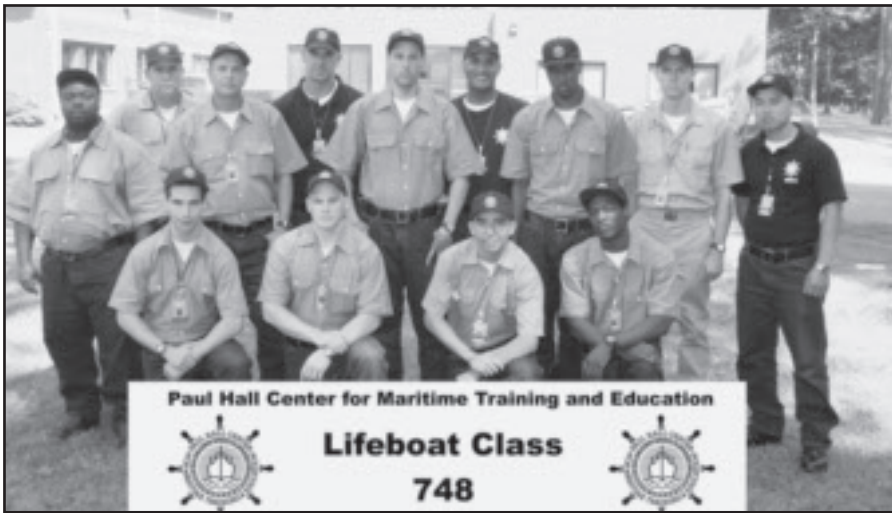
SIGNATURE _____ DATE _____

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

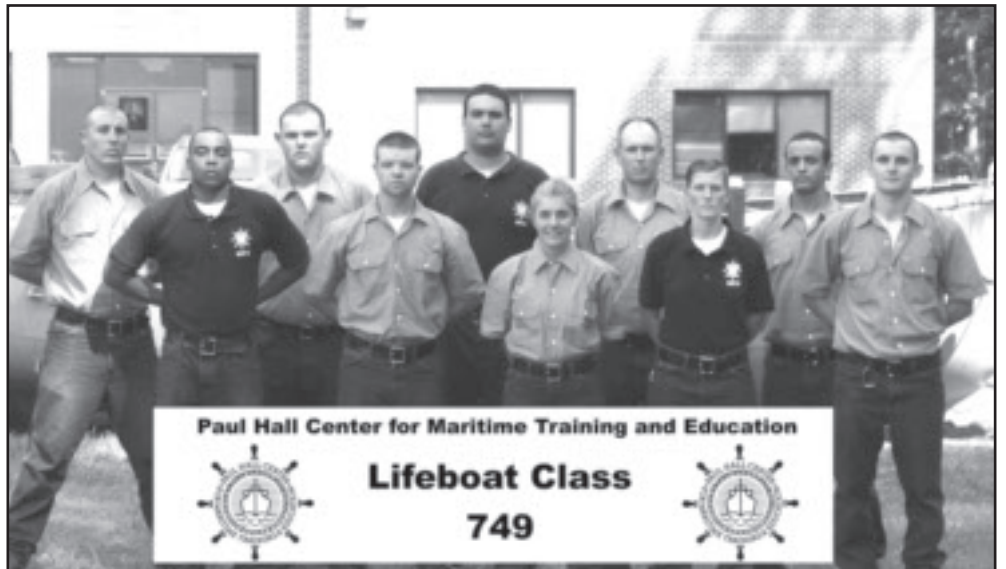
The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard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

9/11

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 748 – The following individuals (above, in alphabetical order) graduated from this 60-hour course July 8: Kenneth Atkinson, Matthew Bailer, Darvin Brown, James Burnett Jr., Paul Douglas, Elizabeth Ibanez, Christopher King, Do Quoc Luong, Forrest McGee, Kaleb McGill, Orvin Mejia, Yancey Mitchell, Nathan Nicholson, Lucas Osborn, Ryan Papa, Steven Patton, Andrew Powell, Adolph Romero IV, Jerry Semper Jr., Daunteley Signal, John Sorsdal, Burton Uys, and Steven Whiting. (Note: Not all are pictured.)



Unlicensed Apprentice Water Survival Class 749 – Sixteen individuals completed this course Aug. 5. Graduating (above, in alphabetical order) were: Ali Ali, Tania Carson, Omar Custis, Matthew Dalgetty, Edward English, Carlo Gentile, Warren Gorman, Elizabeth Ibanez, Derrick Martin, Angela Puchalsky, Nikita Ryshkov, Joshua Schwartz, Muthana Shaibi, Brandon Simken, Justin Smith and Brett Tiedeman. (Note: Not all are pictured.)



Welding - Eight upgraders completed their requirements in this course July 29. Graduating (above, in alphabetical order) were: Matthew Bryant, Robert Glenn, Creg Gumanas, Jose Liwag, Joe Ng, Charlotte Tuggle, Alexander Ward and Clarence Wilson Jr. Class Instructor Buzzy Andrews is standing at the far left.



FOWT – Thirteen individuals finished this course July 22. Completing their requirements (above, in alphabetical order) were: Terrance Bing, John Cacella, Darrin Cobb, Manolito Garcia, Elliott Kolner, Andre MacCray, Deven McCoy, Terrence Meadows, Jhon Moreno, Osamah Saleh, Buck Sampson, German Solar Cortes and Ricardo Vazquez Jr. Their instructor, Tim Achorn, is standing at the far left.



Tankship Familiarization DL – The following Seafarers (above, in alphabetical order) finished this course Aug. 5: Oheneba Ackon, Dennis Blake, Charles Gaitu, Leonard Gregg, Alvin Jackson, Alexander Kramer, Reynaldo Lacayo, Derek Melvin, Jhon Moreno, Jesse Osborne, Efren Pahinag, Mark Pesola, Tijani Rashid, Randall Rodgers, Benjamin Sandoval, Milan Taigan and Robert Taylor. Brad Wheeler, their instructor, is standing at the far left



Tank PIC Barge – Seventeen upgraders completed their training in this course May 20. Those graduating (above, in alphabetical order) were: Daniel Coffman, Burkley Cooper, John Crawford, Manuel Enrico, Victor Gonzalez, John Haller, Leroyal Hester, Mark Hoffman, Dwight Hunt, Edgardo Ines, Yakan Isreal, Eric Lund, John Mbelwa, Costica Oprisoru, Michael Phillips, Donato Surell and Thomas Tramutola. Class Instructor Mitch Oakley is standing seventh from the left. (Note: Not all are pictured.)

Tankship Familiarization – Twenty-five Phase III unlicensed apprentices finished this course July 15. Among those graduating (right, in alphabetical order) were: Jatniel Aguilera, Cliff Alexis, Mutea Alnuzely, Jason Amy, Brett Arcouette, Frances-Brian Bautista, Juan Bautista, Terence Brennan, Marco Brown, Cory Ellis, Phillip Gifford, Brandon Grace, Joseph Haines, Evan Jones, Roosevelt Osborne, Michael Paiko, David Simon, Patrick Slade Jr., Adam Smith, Steven Supplee, Zara Tchitanava, Zachary Thibeault, Timothy Van weezel, Jason Wagner and Steven Welcome.



Paul Hall Center Classes



Marine Electrician – Twelve Seafarers graduated from this course July 1. Completing their requirements (left, in alphabetical order) were: Arkady Bichevsky, Mervin Cruzat, Archie Eldridge Jr., Montree Nakwicht, Andrew Peprah, Ahmed Sharif, Enrique Velez Vallejo, Joseph Waller Jr., Ronald Westerfield, Eric White, Jason Young and Christopher Zaucha. Class Instructor Jay Henderson is at the far right. (Note: Not all are pictured.)

Important Notice

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



ECDIS – Two upgraders (above, in alphabetical order) completed this course July 22. Graduating were Thomas Halliburton and Felix Nunez. Their instructor, Brad Wheeler, is at the right.



Junior Engineer – Fifteen upgraders finished their requirements in this course July 1. Graduating (above, in alphabetical order) were: Azad Ardeshtirdavani, Antoine Best, Jeremias Cepeda, Marion Collins, James Fells, Spencer Hiruko, Andy Iliscupidez, Reynaldo Lacayo, Brent Morris, Gregorio Orara Jr., Ernest Smith, Peter Solis, Kevin Tyson, Lee Weygandt and Joshua Zelinsky. Class Instructor Robert Ott is seated at the far left. (Note: Not all are pictured.)



BST – The following Seafarers (above, in alphabetical order) completed their requirements in this course July 22: Felsher Beasley, Arkady Bichevsky, Gregorio Blanco, Rafael Borja, David Dinan, Edward English, Obencio Espinoza, Leonard Gregg, Elizabeth Ibanez, Reynaldo Lacayo, Detrell Lambey, Jesse Osborne, Thomas Paytosh, Mark Pesola, Tijani Rashid, Milan Taigan, Kenneth Taylor, Fernando Vega Mercadi and Richard Wittwer. Their instructor, Mike Roberts, is at the far right.



ECDIS – Fourteen Seafarers finished their requirements in this course May 7. Those graduating (above, in alphabetical order) were: Joel Anderson, Darren Bates, Douglas Crawford, William Davis Jr., Michael Eaton, Lewis Findley, Nicole Geideman, Andrew Higbee, Randy Isenhardt, Keith Langley, Matthew Parker, Charlie Pierce, Lawrence Soulier and Troy Tadlock. (Note: Not all are pictured.)



BST (HAWAII) – The following individuals (above, in no particular order) completed this course July 2 at the Seafarers Training Facility in Barbers Point, Hawaii: Marie Alikpala, Kemberly Born, Michael Bradford, Editha Caluya, Juan Garcia, Summer Gilmer, Orlando Guzman, Paul Herrin, Kyle Isaken, Cashira Maddox, Trace McGinley, Shana Rawls, David Rhodes Jr., Anne Sansone, Robin Taylor, Marino Cendana, Elvin Garcia and Christopher Wagner.



BST (HAWAII) - Eight individuals finished their requirements in this course July 23 at the Hawaii-based Seafarers Training Facility. Graduating (above, in no particular order) were: Cary Bostick, Travis Dorsett, Jeremiah Langbehn, Scott Malmros, Yohanly Martin, Donley Harris, Richardo Baltazar and Lauren Hixon.

CIVMAR Crew's Diligence, Experience Pay Off

Superior training, attention to detail and an unwavering ability to consistently deliver the goods are firmly entrenched attributes of mariners who wear the SIU colors.

The benefits associated with these traits over the years have been reaped by SIU-contracted companies as well as by the maritime transportation industry, each branch of the U.S. Armed Forces and the American public as a whole.

The recent actions of AB **Battiste Broadus** and his shipmates provide an excellent example of how others often gain from the skills of Seafarers. Thanks to his



SIU CIVMAR AB Battiste Broadus stands watch aboard the MSC fleet replenishment oiler *USNS Guadalupe* off the coast of San Diego. (U.S. Navy photo by John Jacob)

unrelenting diligence, some 2,200 pounds of marijuana – with a street value of \$8.5 to \$11.5 million – were seized in July by California Customs and Border Protection agents and the U.S. Coast Guard in California.

A CIVMAR in the union's Government Services Division, Broadus currently sails aboard the Military Sealift Command (MSC) operated *USNS Guadalupe*. During the early evening hours of June 30 near San Diego, Broadus and his shipmates were going about their normal duties aboard the 670-foot fleet replenishment oiler which was headed to its steam box (an area designated close to shore where a vessel operates between duty assignments, often overnight), located some 20 miles off shore.

The *Guadalupe's* radar earlier had identified a small boat that was positioned in its route. Broadus was standing watch aboard his vessel along with fellow crewmembers OS **Travis Laws**, AB **Frederick Beck** and Third Officer John Jacob. Collectively, they were monitoring conditions aboard the *Guadalupe* while also keeping close watch over local boat traffic, which included fishing and other recreational craft.

Just before dusk, the small boat that earlier had been picked up by radar came into focus for Broadus, who was scanning the surrounding area with his binoculars. Almost instantly, Broadus, who has sailed in the SIU's Government Services Division for some 10 years, noticed something very strange about the small boat: no evening lights were lit and nobody could be seen moving about on its uncovered deck.

"Three things made me suspicious of

the boat," he said. "The vessel was stationary, it had no type of lighting on whatsoever and I was not able to see anyone moving about on its deck.

"The fact that no one was visible on deck was very much out of the ordinary because the vessel was open-topped...it looked abandoned," he continued. "In situations such as this, you might have a medical emergency. Someone may have been out there fishing, had a heart attack and perhaps collapsed onto the deck. My experience has taught me that anytime you see what appears to be an abandoned vessel and no movement aboard something could be wrong.... It gives you cause to look a little closer," Broadus said.

And look closer Broadus and his shipmates did. While the two other watch standers (OS Laws and AB Beck) directed their attention to the small boat, Broadus briefed Third Officer Jacob who in turn called Capt. Robert Wiley, the *Guadalupe* master, to the bridge. After assessing the situation, Wiley directed his third officer to take the vessel in for a closer look. Just as the *Guadalupe's* search lights were switched on, however, the suspicious boat took off at full speed headed offshore, still with no lights.

Captain Wiley immediately called the Coast Guard and apprised them of what Broadus had observed and the boat's odd behavior. Wiley was told that earlier in the evening, a commercial commuter pilot had alerted the Joint Harbor Operations Center of a suspicious boat transiting near San Clemente Island. The Coast Guard asked Wiley and his crew to follow and track the boat, maintain radar contact and keep them updated on its location.

Wiley complied and some 90 minutes later, a Coast Guard Cutter arrived at the *Guadalupe's* location. Its crew informed Wiley that this was the boat that they had been searching for. Shortly thereafter, an MH-60 Jayhawk helicopter joined the cutter and the suspicious boat was stopped. At that point, the *Guadalupe* departed the scene with the crew feeling positive about having been able to help the Coast Guard. They wondered, however, about exactly what it was that they had done and its implications.

They did not have to wait very long to find out. An early morning phone call from the Coast Guard to the *Guadalupe* confirmed that Broadus' initial suspicions about the boat were well founded and right

on mark. Upon seizing the boat, the Coast Guard team took two individuals into custody and discovered 1,200 pounds of marijuana on board. The *Guadalupe's* boat chase also was credited for playing a role in another positive development. The following morning, Customs and Border Protection officials and the Coast Guard seized another boat in the vicinity as it was fleeing to the south. Two suspects were apprehended and officials later recovered 21 bales of marijuana that the smugglers had jettisoned during the pursuit.

Meanwhile, Broadus and the crew of the *Guadalupe* began to receive recognition for their actions. "The crew tracked the vessel until Maritime Unified Command assets were able to arrive on scene and seize the suspect vessel, which was found to be smuggling illegal drugs," wrote Coast Guard Capt. Sean Mahoney in a message sent on behalf of the U.S. Coast Guard San Diego Sector. "This kind of outstanding operational success does not just happen, but is the result of sharp, diligent personnel and great cooperation."

Broadus, a Navy veteran who received his civilian maritime training at MSC-affiliated schools in New Jersey, was grateful for the accolades he and his shipmates received, but insisted that he and his fellow watch standers did nothing out of the ordinary. According to him, watch standers are alert at all times; they commence each watch with the intent of identifying something that is out of the ordinary, but most of the time they see nothing remarkable.

"Everything involving the boat took place about a half-hour to 45 (minutes) after sunset," Broadus said. "Sure, it was dark, but when you've been out there as long as I have, you still don't miss much."

During his career he has sailed on a host of MSC-operated and SIU-contracted vessels including the *Diamond State* and *Cape Lambert*, which transported military equipment to Kuwait.

"My experience as a seaman enables me to be able to look on the water and see things that the average person would not notice," Broadus concluded. "We [watch standers] have a certain way that we look at the horizon with binoculars. We take our time and carefully scan the area being certain not to overlook anything out of the ordinary."

Editor's note: Megan Patrick of the MSC Public Affairs Office contributed to this report.



The Seafarers-crewed *Guadalupe* conducts routine operations in the U.S. 3rd Fleet area of responsibility. (U.S. Navy photo)



CIVMARS (left to right) OS Travis Laws, AB Frederick Beck, AB Battiste Broadus and Third Officer John Jacob stand aboard the *Guadalupe* in front of the San Diego skyline in July. These four CIVMARS were on watch June 30 when Broadus spotted the suspicious boat. (U.S. Navy photo)



The U.S. Coast Guard found 1,200 pounds of marijuana aboard a suspicious boat that Broadus spotted and reported, as well as a nearly equal amount in a similar boat seized a short time after. (U.S. Coast Guard photo by Petty Officer 2nd Class Henry Dunphy)