



The Seafarers Log

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Crescent Towing Adds New Z-Drive Tugboats



SIU-contracted Crescent Towing recently welcomed the new, state-of-the-art Z-drive tugs *J.K. McLean* (left) and *Lisa Cooper* (right) into the company's fleet. A third boat is under construction and is slated for delivery later this year. Page 3. (Photo by Brian Gauvin)



SIU-Crewed Ocean Titan Delivers Iraqi Patrol Boat for U.S. Navy

The SIU-crewed and Military Sealift Command-chartered heavy-lift ship *Ocean Titan* – operated by Pacific-Gulf Marine for Intermarine LLC – late last year transported an Iraqi patrol boat from Houston to Bahrain. In this photo, the *Ocean Titan's* crane holds the patrol boat in a sling as workers prepare a cradle to prevent damage to the boat during transit. Page 8.

Seafarers Give Back to Communities

From coast to coast as well as aboard ship, SIU members recently celebrated the holidays with philanthropic endeavors including participation in the U.S. Marine Corps Toys for Tots program and the annual Santa's Castle project. Pictured in photo at right, SIU Port Agent Joe Vincenzo (center) receives a plaque from Maj. Paul Robinson of Ft. Lewis, Wash., honoring SIU members' efforts. Looking on at left is Brenda Flesner, secretary at the Tacoma hall. Page 6.



Ocean Atlas Assists Stranded Fishermen



SIU members aboard the *Ocean Atlas* upheld the finest traditions of the Brotherhood of the Sea when they assisted 17 fishermen (left) stranded aboard a drifting boat off the coast of Ecuador. The Seafarers-crewed heavy lift ship helped refuel the fishing boat approximately 50 miles from shore. No injuries were reported and the refueling allowed the fishermen to resume sailing ahead of bad weather. The incident took place late last year. Page 8.

President's Report

Strong Start for U.S. Maritime

The New Year has kicked off with important, positive news about three crucial elements of the American-flag maritime industry.

Early last month, President Obama signed the Ike Skelton National Defense Authorization Act for 2011. That bill included a 10-year extension of the U.S. Maritime Security Program (MSP) – a proven, vital measure that benefits the nation as a whole while also helping keep numerous

Seafarers working.

The extended MSP goes until 2025, and while its funding must be secured annually through Congress, those dollars have come every year since the program's inception in 1996.

The bottom line is that the extension is a great development for the SIU and for our industry overall. It will help keep the Stars and Stripes flying aboard civilian-crewed, privately owned ships on the high seas, and it will continue helping protect our national and economic security.



Michael Sacco

The overall bill bears the name of former Congressman Skelton, a decades-long backer of the U.S. Merchant Marine and a true friend of the SIU. He was the one who sponsored the MSP extension, and on behalf of our entire union, I thank him not only for that effort but for his career-long support and friendship.

Within days of the bill's signing – and as reported elsewhere on this page – the non-partisan National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling officially confirmed that the Jones Act was a non-issue in the cleanup operations following the Deepwater Horizon disaster last year.

If you're brand new to our union or our industry and you missed the story, the short version is that one of America's most important maritime laws – the Jones Act – was falsely and unfairly blamed by some for allegedly holding up the Deepwater Horizon oil collection and disposal. Those charges were completely inaccurate, and in some cases undoubtedly were based more on partisan politics than reality, but they still made national news within our industry. In one case they even led to the introduction of legislation in the Senate calling for Jones Act repeal. The bill went nowhere, but the perceptions of some casual observers weren't helped by all the baloney.

Thankfully, the commission's report firmly and concisely reinforces what the SIU and other Jones Act supporters said all along. Namely, that the law didn't come into play after the spill, other than in cases where waivers were granted to facilitate the cleanup. In no case was foreign aid refused because of the Jones Act, the commission specifically reported.

The news isn't surprising but it's nice to have it on record. And it's nice to shut up the loudmouths who lied about American maritime labor.

Finally, the American-flag coalition USA Maritime recently issued a report detailing the numerous benefits of our nation's cargo preference laws. The SIU is a member of that coalition. Like the Jones Act fight, cargo preference recently came under attack by foreign-flag interests, though in a much less visible way.

There are three main components to the nation's cargo preference laws, including one that dates back more than a century. Collectively, these laws make sure American goods are delivered overseas by Americans. They have played a key role in helping ensure that America has a strong domestic shipbuilding base and merchant marine. Cargo preference laws help create good-paying jobs for American workers, provide tax revenues at the local, state and federal levels, and make sure the U.S. Merchant Marine is ready and available when needed for strategic sealift and other defense interests.

The USA Maritime study clearly shows how cargo preference is a huge plus for the Defense Department and a solid value to the American taxpayer.

As Seafarers know, the MSP, the Jones Act and cargo preference are the very foundations of the U.S. Merchant Marine. With that in mind, I'd say these recent developments set an excellent tone for the rest of 2011.



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

Non-Partisan National Commission: Jones Act Did Not Hinder Cleanup

Report Confirms Industry's Assertions about Deepwater Horizon

For the American-flag maritime industry, perhaps the strangest aspect of the disastrous Deepwater Horizon explosion and oil spill involved baseless claims that a crucial law known as the Jones Act somehow hampered cleanup operations.

The incident response commander himself – Adm. Thad Allen – repeatedly countered those false assertions, as did maritime labor, other segments of the industry and other supporters, including members of Congress.

On Jan. 11, definitive word arrived as the final report was issued from the non-partisan National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling. The report – prepared by the independent entity at the request of President Barack Obama – clearly confirmed that the Jones Act did not prevent foreign vessels from assisting with the cleanup effort.

The following text from the report starts on page 142 and continues onto page 143: "Foreign companies and countries also offered assistance in the form of response equipment and vessels. The Coast Guard and National Incident Command accepted some of these offers and rejected others. News reports and politicians alleged that the federal government turned away foreign offers of assistance because of the Jones Act, a law preventing foreign vessels from participating in trade between U.S. ports. While decisionmakers did decline to purchase some foreign equipment for operational reasons—for example, Dutch vessels that would have taken weeks to outfit and sail to the region, and a Taiwanese super-skimmer that was expensive and highly inefficient in the Gulf—they did not reject foreign ships because of Jones Act restrictions. These restrictions did not even come into play for the vast majority of vessels operating at the wellhead, because the Act does not block foreign vessels from loading and then unloading oil more than three miles off the coast. When the Act did apply, the National Incident Commander appears to have granted waivers and exemptions when requested.

"In the end, the response technology that created the most controversy was not a mechanical tool like a skimmer or oil-water separator, but a chemical one."

"This report confirms what Admiral Thad Allen and so many others have been saying all along: The Jones Act in no way, shape, and form hindered the BP clean-up effort," said James Henry, Chairman of the Maritime Cabotage Task Force, to which the SIU is affiliated. "Thousands of American vessels were already at work cleaning up oil in the Gulf and, when necessary, qualified foreign vessels identified as suitable by unified command participated in the effort. We are pleased the President's Commission has concluded the Jones Act did not obstruct efforts to clean up the worst oil spill in U.S. history."

During the Deepwater Horizon oil spill, Admiral Allen said "at no time" had the Jones Act inhibited the cleanup, and the National Incident Command on July 6 reported that "in no case has any offer of assistance been declined because of



The SIU-crewed *Overseas Cascade* (left) assists in cleanup operations last year following the Deepwater Horizon spill. (Photo courtesy OSG Ship Management)

the Jones Act or similar laws." In addition, a U.S. Department of Transportation statement indicated, "To be absolutely clear ... the Jones Act has not hindered the cleanup effort."

The Jones Act is a longstanding U.S. maritime law that mandates the use of American vessels and American workers in U.S. domestic maritime trade, such as the delivery of goods from one U.S. port to another. The Jones Act does not apply to, and does not constrain, skimming outside of three miles from shore, including near the well 50 miles from the U.S. coastline. The commission concluded that, when skimming near the shore was required, an expedited waiver process enabled foreign vessels to participate in the cleanup effort as needed.

In May 2010, President Obama announced the creation of the National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling. He charged the Commission to determine the causes of the disaster, and to improve the country's ability to respond to spills, and to recommend reforms to make offshore energy production safer. The report is the result of an intense six-month effort. It is available online at: <http://www.oilspillcommission.gov/final-report>

The Maritime Cabotage Task Force was founded in 1995 to promote the U.S.-flag fleet engaged in domestic waterborne commerce. With more than 400 members, the MCTF is the largest coalition ever assembled to represent the domestic segment of the U.S. Merchant Marine. Nationwide, there are more than 39,000 vessels engaged in Jones Act commerce and they annually move more than 1 billion tons of cargo and 100 million passengers. The Jones Act has been broadly supported by every Congress and Administration since its passage in 1920 and is considered a key element in the nation's defense capabilities.

Moreover, in May 2010, a highly credible study concluded that the Jones Act generates more than \$100 billion in annual economic output for the U.S. while helping sustain nearly 500,000 family-wage jobs.

Constitution Protects Majority Sign-Up

The National Labor Relations Board (NLRB) in mid-January announced steps it is taking to protect workers' rights to choose union representation.

Specifically, the NLRB advised the attorneys general of Arizona, South Carolina, South Dakota and Utah that recently approved state constitutional amendments governing the method by which employees choose union representation conflict with federal labor law and therefore are preempted by the Supremacy Clause of the U.S. Constitution. The states also were advised that the board has authorized the acting general counsel to file lawsuits in federal court, if necessary, to enjoin them from enforcing the laws.

Under the 1935 National Labor Relations Act, private-sector employees have two ways to choose a union. They may vote in a secret-ballot election conducted by the NLRB, or they may

persuade an employer to voluntarily recognize a union after showing majority support by signed authorization cards or other means.

The state amendments prohibit the second method and therefore interfere with the exercise of a well-established, federally protected right, according to the NLRB. For that reason, they are preempted by the Supremacy Clause of the U.S. Constitution, the board reported.

The amendments have already taken effect in South Dakota and Utah, and are expected to become effective soon in Arizona and South Carolina.

The National Labor Relations Board is an independent federal agency vested with the authority to safeguard employees' rights to organize and to determine whether to have a union as their collective bargaining representative, and to prevent and remedy unfair labor practices committed by private-sector employers and unions.

Maritime Security Program Gets 10-Year Extension

The U.S. Maritime Security Program (MSP), one of the pillars of the American-flag fleet and a vital component of the nation's sealift capability, has been extended through the year 2025.

President Obama on Jan. 7 signed the 10-year MSP extension, which was included in the Ike Skelton National Defense Authorization Act for this year. Skelton, former U.S. congressman from Missouri and a decades-long backer of the U.S. Merchant Marine, sponsored the extension.

The MSP calls for an annual stipend for up to 60 militarily useful, civilian-crewed, U.S.-flag commercial vessels. In return, the companies participating in the program promise that their intermodal capabilities (in addition to the vessels) are available to the military in times of

national emergency or war.

First enacted in 1996, the MSP always has enjoyed strong bipartisan support in addition to garnering praise from America's military leaders. President George H.W. Bush presented the idea of the program to Congress in 1992. Four years later, President Clinton signed into law the original 10-year, 47-ship program.

Before those 10 years elapsed, President George W. Bush in late 2003 signed a 10-year MSP extension which also increased the number of vessels to 60. That extension would have run out in 2015.

Consistent with the program's history, the more recent extension requires Congress to authorize MSP funding each year.

In testimony prepared for a 2010 hearing scheduled by the U.S. House Subcommittee on Coast Guard and Maritime Transportation, the SIU advocated an MSP extension. The union noted, "It would cost literally billions of dollars to replicate or replace the tonnage and infrastructure currently available to our military through the MSP for a fraction of that amount of money. The cost of replicating the manpower pool is incalculable. Put it all together and you've got a program that's been described over and over by our nation's military leaders as a bargain.

"They aren't the only ones measuring MSP's success," the testimony continued. "The Office of Management and Budget has given the Maritime Security Program the highest possible marks in

the four categories it gauges. Additionally, this program is an important part of [the industry's] working partnership with DOD. Because of the MSP and other sealift-readiness programs, such as the Voluntary Intermodal Sealift Agreement (VISA), our partnership with DOD is strengthened by allowing us the opportunity to be fully apprised of our military's requirements. As a result, we as an industry can prepare, plan and make the appropriate changes and investments to fully meet DOD's needs."

The SIU added that the MSP "has successfully met one of its critical, intended goals, which was to recapitalize an aging fleet. There is no doubt about that success when one looks at our current international fleet, the vast majority of which has been replaced with newer tonnage."



SIU President Michael Sacco (right) and Sec.-Treasurer David Heindel listen to one of the speakers.

ITF Points Out Importance Of U.S. Labor at January Meeting in Washington

The International Transport Workers' Federation (ITF), an association of nearly 800 transportation labor organizations from all over the globe including the SIU, conducted a meeting at AFL-CIO headquarters in Washington, D.C., on Jan. 19.

The meeting, attended by SIU President Michael Sacco and Secretary-Treasurer David Heindel (who is also chairman of the Seafarers' Section of the ITF), was called in order to encourage dialogue and action between the ITF and its American affiliated organizations.

ITF General Secretary David Cockroft and President Paddy Crumlin were both on hand to extend their thanks to North American affiliated unions, with the SIU being recognized specifically for their contributions to the international labor movement.

Cockroft emphasized the ITF Flag-of-Convenience campaign, which he called "an extraordinarily important campaign in protecting the rights of workers." That campaign, casting a light on the dangerous, illegal, and anti-worker practices of some flag-of-convenience or runaway-flag ship operators, has been spearheaded by the federation for decades. (During the ITF's quadrennial Congress last year in Mexico City, the federation updated its FOC campaign strategies. At that time, the ITF pointed out that in addition to its 62-year struggle against runaway flags

through the use of port inspectors, dockers and other international union officials, the federation also collectively bargains with many FOC shipowners directly through the International Bargaining Forum. Already, the ITF has approximately 9,000 FOC ships under contract — up from 2,000 a mere decade ago.)

Cockroft introduced the agenda as being centered on finding ways of strengthening the bonds between the ITF and its affiliates around the world.

Crumlin, who also heads the Maritime Union of Australia, agreed, stating, "We cannot have a strong international movement without a strong labor movement in North America."

Members of various labor organizations in the U.S. and abroad presented their views on some of the challenges facing the international labor movement. One of the recurring themes was the attack on public services and employees, both here and abroad.

With these problems acknowledged, the members discussed strategies to improve communication between international affiliates and ways to increase solidarity between different regions, as well as creating more collective support within different industries and trades.

Some of these strategies include

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Union-Contracted Crescent Towing Adds New Z-Drive Tugboats to Inland Fleet

Seafarers-contracted Crescent Towing recently added the second in a series of three new Z-drive tugboats constructed in Mobile, Ala.

The state-of-the-art *J.K. McLean*, which completed sea trials in January, is the 25th SIU-crewed boat in Crescent's fleet. The other boats in the newest series are the *Lisa Cooper* (delivered in 2010) and the *David J. Cooper*, slated for delivery later this year. The *David J. Cooper* will increase the fleet's size to 26 boats, according to Crescent Chief Operating Officer Keith Kettenring.

More than 150 SIU members are employed by Crescent. They operate harbor-assist tugs in New Orleans, Savannah, Ga., and Mobile, Ala., sailing as captains, wheelmen, engineers and deckhands.

Each of the three new Z-drive tugs is 92 feet long and 38 feet wide and draws 17 feet. Each tug is 193 gross tons, with 5,225 hp. Built by C&G Boatworks, the boats use twin six-cylinder General Electric engines and Rolls-Royce 255 Z-drives, producing what Crescent describes as "a formidable 65 tons of bollard pull."

Crescent further reports that the new boats "are equipped with the most recent, up-to-date safety features and latest high-tech computerized systems and accessing monitors backing up all on-board systems from wheelhouse to engine room. [They are] fitted with the latest AIS/VIS systems, motion sensors and security systems in addition to the latest communications and

navigation equipment."

The *Lisa Cooper* is operating in Mobile, while the *J.K. McLean* is sailing in New Orleans. The company hasn't finalized plans concerning the home port for the *David J. Cooper*.

New tonnage isn't the only good news for Crescent's SIU boatmen. Crew members are sailing under a three-year contract unanimously approved last year. That agreement boosted wages over the term of the contract and maintained benefits. It also increased the compensation for crews in Mobile so that their wages will match those of crews in New Orleans and Savannah.

"I think the contract and the overall operations are a testament to the knowledge, skills and abilities of the SIU members in addition to the improving situations at the ports," stated SIU Vice President Gulf Coast Dean Corgey, who headed the union's negotiating team. "Our folks are doing lots of training, and they're also benefiting from great cooperation with management for future opportunities. We truly have achieved exemplary labor-management relations, and Crescent Towing absolutely deserves their share of the credit."

Joining Corgey on the bargaining committee were SIU members Capt. **Mike Yarbrough**, Engineer **Steve Woods**, Deckhand **Jason Johnson**, Capt. **Timmy Gegenheimer**, Engineer **Glenn Richard**,

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Celebrating the addition of the *J.K. McLean* aboard the tug in Mobile, Ala., are (from left) SIU Port Agent Jimmy White, VP Gulf Coast Dean Corgey, Crescent Towing Pres. Scott Cooper, Crescent VP Edward Pinner and Crescent Asst. VP Tom Lambard.

NY Waterway Workers Ratify 4-Year Contract



SIU members ably operate NY Waterway passenger ferries, which comfortably carry thousands of commuters and other individuals each day.

Seafarers have come to an agreement with NY Waterway and have ratified a brand new contract, with workers winning wage increases and continued benefits.

The four-year contact features pay raises for captains and deckhands, guaranteed financial maintenance of the pension fund, and continued funding for medical benefits. These advances were made without any concessions on the part of the members.

"This was a great step forward for all the members at NY Waterway," said SIU Vice President Atlantic Coast Joseph Soresi. "In spite of external factors like the economy, we could still sit down and come up with a mutually beneficial agreement without having to concede any benefits."

The SIU negotiating team included Soresi, Captain **George Sullivan**, Deckhand **George Schumpp**, Deckhand **Israel de Jesus**, Captain **John Clare**, and New York Patrolman Mark Von Siegel.

The contract was ratified through a mail-in vote and, for the first time, was approved on the initial round of balloting. In addition to the vast majority voting in favor, the turnout was one of the largest in recent memory.

"I'm happy with the turnout of the vote and I'm pleasantly surprised by it," said Clare. "We were able to close the deal before the end of the year, within only two months of the expiration of the old contract."

Clare went on to laud the contract as a success, particularly the lack of any concessions on the part of the crews at NY Waterway.

"The company seemed to understand what we were trying to preserve and why," said Clare. "In these tough economic times, I'd consider this contract fair."

NY Waterway, a passenger ferry service, employs more than 100 SIU members on 25 vessels.

Workers at NY Waterway have made headlines over the years for their heroic actions following major events and disasters. NY Waterway workers were among the first responders, helping evacuate thousands from lower Manhattan following the 9/11 terrorist attacks in 2001. In 2009, NY Waterway workers rushed to the aid of a downed US Airways plane in the Hudson River. In a saga known as the Miracle on the Hudson, NY Waterway boats assisted in the rescue of 155 people from the frigid waters.

Legislation Halts Civilian Federal Pay Raises

Freeze Applies to CIVMARS

CIVMARS in the SIU's Government Services Division are among the roughly 2 million civilian federal workers whose pay was frozen for two years effective Jan. 1 under H.R.3082, the Full-Year Continuing Appropriations Act of 2011.

The freeze, the first two-year halt to federal raises in modern history, does not affect military personnel, but applies to all civilian federal employees, including those who work for the Department of Defense. Emphasizing that federal workers would have to sacrifice just as many families around the country already have, President Barack Obama on Nov. 29 announced his intent to seek a two-year halt in pay for federal civilian workers during a speech from the White House. "The hard truth is that getting this deficit under control is going to require some broad sacrifice," the president said. "And that sacrifice must be shared by the employees of the federal government."

"...I did not reach this decision easily," President Obama continued. "This is not just a line item on a federal ledger. These are people's lives. They're doctors and nurses who care for our veterans; scientists who search for better treatments and cures; men and women who care for our national parks and secure our borders and our skies; Americans who see that the Social Security checks get out on time, who make sure that scholarships comes through, who devote themselves to our safety."

"They're patriots who love their country and often make many sacrifices to serve their country," he said.

Under the president's proposal, automatic raises for federal employees would stop for fiscal years 2011 and 2012—saving \$2 billion in FY2011 and \$60 billion over a 10-year budget cycle.

Congress approved the proposal Dec. 21, and President Obama signed it into law Dec. 22 despite strong resistance by the Federal Workers Alliance (FWA) which represents more than 300,000 federal workers hailing from 21 unions (including the SIU).

The FWA in a Dec. 8 letter to members of Congress voiced its unmitigated opposition to the move. In part, the letter read as follows: "The unions of the Federal Workers Alliance (FWA), collectively representing more than

300,000 federal workers, are writing in opposition to the President's proposed freeze on federal civilian pay for 2011 and 2012. We urge your opposition to the proposed freeze when Congress considers it.

"...The unions of the FWA are not unaware of the difficult economic times the nation faces and the large budget deficit. However, we do not believe singling out federal employees for deficit reduction is fair. And it is likely to impede the government's ability to hire and keep talented and skilled employees at a time when nearly 45 percent are eligible to retire.

"A pay freeze for federal employees will impact civil servants throughout government, including those who work side-by-side with our military. It will also break the concept of pay parity despite the President's prior support for that concept. The proposed freeze extends to Department of Defense workers who maintain our military readiness; Veterans' Administration workers who care for our nation's veterans; Customs and Border Protection Officers (CPBO) who protect our ports of entry; Environmental Protection Agency scientists who help protect our environment; foreign service employees who handle international challenges; and many others. Many of these employees are also suffering in this recession with spouses and other family members unemployed.

"Again, we urge you to oppose the pay freeze for federal civilian employees."

In a related development, AFL-CIO President Richard Trumka sided with the positions voiced by the FWA and its members. "Today's announcement of a two-year pay freeze for federal workers is bad for the middle class, bad for the economy and bad for business," Trumka said in Nov. 29 statement. "No one is served by our government participating in a 'race to the bottom' in wages. We need to invest in creating jobs, not undermining the ones we have.

"The President talked about the need for shared sacrifice, but there's nothing shared about Wall Street and CEOs making record profits and bonuses while working people bear the brunt," Trumka concluded. "It is time to get our nation back on track, but we should not do so by placing an even greater burden on the middle class."



The company's newest Z-drive tug (above) is based in New Orleans.

New Vessels Join Crescent Flotilla

Continued from Page 3

Wheelman/Deckhand **Jason Bryan** and Wheelman/Deckhand **Ben Murphy**. Yarbrough, Woods and Johnson served as delegates from Mobile; Gegenheimer, Richard and Bryan represented members from New Orleans; and Murphy was the delegate from Savannah. New Orleans Port Agent Chris Westbrook and Mobile Port Agent Jimmy White rounded out the team.

Yarbrough, who has served on three SIU-Crescent negotiating com-

mittees, said the bargaining for the current contract "went very smooth. We received a real good contract. I think people on both side of the table were very happy with the outcome.... Crescent Towing has been affiliated with the SIU for years, and we have an excellent working relationship."

Yarbrough added that he recently trained at the Seafarers-affiliated Paul Hall Center in Piney Point, Md. He described the school as "first class," and added, "I think that's something everybody should take advantage of."



The Lisa Cooper is part of an influx of new tonnage at Crescent Towing.



According to the U.S. Maritime Administration, shipping preference cargoes like those pictured above aboard American-flag ships "helps to protect United States ocean commerce from total foreign domination and control." Vessels including the SIU-crewed *Liberty Grace* (photo at right) transport aid cargoes around the globe.



USA Maritime Issues Report on Cargo Preference

Analysis Reflects Numerous National Benefits Stemming from Program

USA Maritime, a coalition dedicated to promoting and protecting the American maritime industry, has released a report detailing the value of a vital program known as cargo preference. Cargo preference is critical to maintaining a viable U.S. Merchant Marine and therefore has serious implications toward the economic and national security of the United States at large.

Issued in December, the USA Maritime study is titled "A Critical Analysis of Food Aid and Agricultural Cargo Preference." The document finds that, contrary to the arguments of some critics, the law saves the U.S. millions of dollars in shipping costs. According to the report, for example, U.S. taxpayers saved \$332.9 million in 2006 alone with cargo preference for the shipping of food aid.

Additionally, the study notes that all of the vessels trading in the food aid programs under cargo preference meet U.S. Department of Defense (DOD) requirements for militarily useful vessels. Cargo preference also "provides an essential pool of U.S.-citizen mariners necessary to crew organic DOD assets in times of war and national emergency," the study points out.

Moreover, according to the coalition,

the DOD has estimated that it would cost \$10 billion to replace civilian-crewed U.S. vessel capacity and an additional \$1 billion annually for operation and maintenance.

The Cargo Preference Act of 1954 requires that at least half of all government-generated cargo subject to the law be carried aboard privately owned, U.S.-flag commercial vessels available at fair and reasonable rates. The Food Security Act of 1985 boosted the percentage of the U.S.-flag tonnage requirement to 75 percent of agricultural cargoes under certain foreign assistance programs of the Department of Agriculture and the Agency for International Development.

In short, cargo preference is a guarantee that a certain percentage of U.S.-produced aid, such as food, water, and medical supplies, is shipped on U.S.-flag vessels. This law not only provides family-wage jobs and millions of dollars for the American economy, it also helps create goodwill and understanding amongst nations.

As President Barack Obama put it while running for office in 2008, "People around the world look to the U.S. flag as a symbol of hope and determination. Ships flying Old Glory with American

crews are important icons of our resolve."

The law also helps ensure that the U.S. fleet remains large enough to continue conducting international commerce. Cargo preference creates the incentive for companies to continue operating under the U.S. flag while hiring an American workforce and abiding by proper rules and regulations.

According to the study, "Since at least 1904, cargo preference has been at the center of legislation ensuring the survival of the U.S. merchant fleet. Cargo preference reflects the belief that when the U.S. Government buys ocean transportation, it should hire U.S. citizens paying U.S. income taxes for at least a portion of that work, provided they are available and can do so at a fair and reasonable rate.

"The goal of cargo preference is to ensure that, despite the disruptions of war and national emergency, the U.S. can continue trading with the world, seeking essential resources and getting exports to market. In today's deeply intertwined global economy and culture of 'just in time' deliveries, this is more important than ever. And if, for example, full-scale war erupts again, cargo prefer-

ence will ensure the availability of reliable U.S.-flag sealift assets controlled by Americans and crewed by American citizens, not just to carry weapons to the front in roll-on/roll-off (ro/ro) vessels, but also to carry bulk food commodities to our allies through enemy blockades, to ensure the movement of vital supplies to our home ports, allies, and troops in bulk tank vessels, and to ensure the movement of manufactured goods in container vessels through intermodal networks, by liner or charter service....

"Cargo preference ... ensures we have an American fleet to rely on when it is needed. To quote a 1904 House report recalling the problems caused by a lack of American merchant auxiliaries in the Spanish-American War: 'It is never safe or wise to depend on foreigners for the defense of our own country. Our dependence must always be on our own men and ships to uphold the honor and dignity of our flag in the time of extremity.'"

USA Maritime's members include the SIU and other maritime unions, U.S.-flag ship operators and other organizations committed to helping ensure a strong American maritime industry.

The report is available online at www.usamaritime.org.

Senator Addresses Maritime Association



SIU VP Gulf Coast Dean Corgey (right) is pictured with U.S. Sen. John Cornyn (R-Texas) following the senator's keynote speech to the Houston Maritime Association on Jan. 18. Corgey serves on the association's board of directors. In addition to discussing maritime issues, Sen. Cornyn, who sits on the Senate Finance, Judiciary and Budget Committees, talked about regional and national economic outlook. Previous speakers to address the Houston Maritime Association included Admiral Thad Allen (Ret.), former U.S. Coast Guard commandant, and RADM Mark Buzby, commander, U.S. Military Sealift Command. The association has more than 200 members, and its self-described focus is "to promote Houston as a world-class maritime center, and to bring marine industry leaders together to exchange ideas, discuss solutions to the many challenges we face, and provide a forum for our members."

ITF, Affiliates Gather in Washington

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upgrading the ITF website and expanding the use of social networking sites like Facebook and Twitter, as well as conducting more meetings using web-based conferencing tools like Skype.

Ultimately, the meeting served as a reminder that the ITF is committed to providing support to workers all over the world. The international labor movement is continuing to move forward, but relies heavily on the SIU and other American affiliates for support.



ITF General Secretary David Cockroft (facing camera, second from right) and ITF President Paddy Crumlin (right) address the attendees.

Seafarers Give Back to Communities

Toy Drives Successful in Tacoma, Ft. Lauderdale

Seafarers celebrated the holidays with each other and their families in halls all across the country. In addition to the festivities, several halls, including the Tacoma, Wash., and Ft. Lauderdale, Fla., facilities, used the occasion to give back to their communities by organizing toy drives.

More than 120 Seafarers and their families attended the annual Christmas party at the SIU hall in Tacoma on Dec. 14. The spirit of giving was alive and well at the party, which also included the hall's fourth annual toy drive that for the last two years has benefitted the families of enlisted military personnel through Santa's Castle.

"I can say that working alongside Seafarers here in Tacoma, whether painting a house or two through the Paint Tacoma Beautiful program or organizing a toy drive, has been a tremendous privilege," said Tacoma Port Agent Joe Vincenzo. "There is as much to be proud of as there is to be thankful for this year because of our opportunity to give back."

The local toy drive generated nearly \$3,500 in donations to Santa's Castle. In addition, Alaska Tanker Company (ATC) AB **Tawnia Stucker** took the initiative and collected donations while she was aboard the SIU-crewed *Alaskan Explorer*. Also, Seafarers from the *Global Sentinel* contributed money for the project.

ATC matched the funds that Stucker collected for a total of \$1,440. The total donations amounted to nearly \$5,000, all of which went to buy toys for the children of men and women currently serving our country in the armed forces.

Seafarers not only made cash donations, but also picked out toys themselves. The scene at a local Tacoma toy store was a memorable one, according to Vincenzo.

"The employees didn't know what to make of us at first, until they saw us with a half-dozen, overflowing shopping carts at the checkout," said Vincenzo. "It was a very proud moment for me, and one that I'll not forget."

With the uncertain and rocky state of the economy, some worried that the toy drive might have floundered. And, in fact, the fundraising got off to a bit of a slow start. But Seafarers took the call to provide enlisted service members' children with toys to heart and made the fourth annual drive the most successful one yet, proving once again the value that Seafarers put on giving back and helping others.

"It's really heartwarming to see all those toys out there," said Recertified Steward **Scott Opsahl**. "We had a great amount of participation this year and it was great, for me, to have a chance to participate."

"It feels good when you know all the toys you see are going to children that really need them," said AB **Sam Kassem**. "I was so happy doing it. I've been participating for the last couple years and I'm ready to keep doing it again and again."

In addition to the SIU personnel, several other members of the community attended the Tacoma gathering, including Maj. Paul Robinson of Fort Lewis and other enlisted men and women from the military facility. This was not only a chance for Seafarers to thank them for their service, but

also to introduce themselves as partners in the vital sealift supply chain. SIU members sail aboard numerous military-support ships that regularly move crucial materiel around the world in support of the U.S. Armed Forces.

Across the country, another SIU hall was doing its part to spread the holiday cheer. Seafarers in Ft. Lauderdale organized a toy drive of their own, this one benefiting the U.S. Marine Corps Toys for Tots program. The toy drive was organized in conjunction with the Gulf Stream Chapter of the American Merchant Marine Veterans in Ft. Lauderdale.

More than 50 Seafarers took time away from their vacations to organize and implement their toy drive, benefiting underprivileged children in South Florida. The toy drive, which coincided with the hall's annual holiday barbecue, was attended not only by Seafarers and their families but also by members of the Marine Corps stationed at neighboring Hialeah, Fla.

The combined efforts of Seafarers and the U.S. Merchant Marine Veterans netted 151 toys for needy children.

Port Agent Kris Hopkins was proud of everyone's commitment to service during the holidays.

"It's great when we have an opportunity to help out others that are less fortunate in a time when help is needed for a lot of people," Hopkins said. "That's what we're about. This was our first year participating and I believe it'll go even better next year."

Both halls are looking forward to continuing this tradition of good times, good food, and giving back to their communities in the years to come.



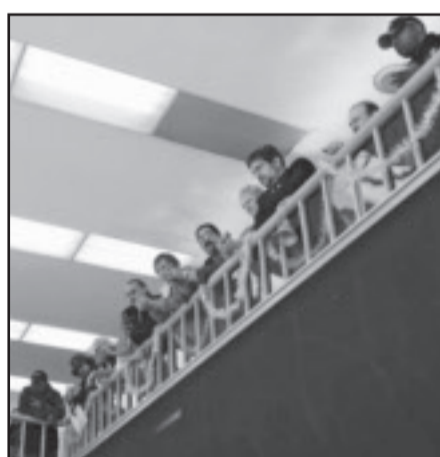
Seafarer Carlos Noriega donates toys to Santa's Castle in Tacoma.



Pictured from left to right are Administrative Asst. Jim Ott, Safety Director Ryan Palmer, Port Agent Joe Vincenzo, Maj. Paul Robinson, Secretary Brenda Flesner and two Santa's Castle volunteers at the Tacoma hall



Seafarers lend a hand loading a truck with items for the U.S. Marine Corps Toys for Tots program in Ft. Lauderdale.



Members gather at the Tacoma hall.



SIU members, U.S. Merchant Marine veterans and members of the U.S. Marine Corps stand in the chow line at the Ft. Lauderdale holiday barbecue.



This year's toy drive at the Tacoma hall (photo at left) was one of the best on record. In the photo above, SIU members and staff celebrate the holiday in Ft. Lauderdale.



ABOARD THE EMPIRE STATE – Chief Steward Almarca Martinez Arriola is pictured late last year aboard the tanker *Empire State*, while the vessel was being serviced on the West Coast.



NEW TUGS FOR BISSO FLEET – Seafarers-contracted E.N. Bisso & Son Inc. in December welcomed two new Z-drive tugboats into its fleet in New Orleans: the *Elizabeth B* (left) and *Beverly B*. Each boat measures 96 feet in length and 34 feet in beam. According to a news release from Jensen Maritime, which designed the boats, the tugs “are powered by twin Caterpillar 3516-C Series II main engines that produce a total of 4,000 BHP....” Approximately 60 SIU members sail aboard Bisso tugs.

At Sea and Ashore with the SIU



WITH SEAFARERS ON PRESTIGE NEW YORK – These recent pictures of Seafarers aboard Liberty Maritime's *Prestige New York* were taken while the vessel was sailing from the English Channel to the U.S. Pictured from left to right in the photo directly above are (kneeling) Unlicensed Apprentice Anthony Dell'Aquila, AB Luis Morales, Unlicensed



Apprentice Lear Surcedo Connor, (back row) AB Val Custis, Chief Cook Detrell Lambey, AB Arsenio Omabao, AB Joselier Itaralde, SA Rosalie Long, GUDE Vicente Mansilungan and GUDE Ruziell Bautista. Pictured in the other photo are (from left) Recertified Steward Fernando Guity, Recertified Bosun Elkanah Ladia and AB Val Custis.



BOSUN ADDS TO HALL'S DÉCOR – Recertified Bosun Frank Thompson recently donated a world map to the union hall in Jacksonville, Fla. In fact, he not only provided the map but also built the display and hung it.

HAPPY RETIREMENT TO 'CHUBBY' – During the annual Christmas party at the union hall in Norfolk, Va., Seafarers, retirees and their families offered congratulations and best wishes for a happy retirement to Herman “Chubby” Hall, maintenance man at the hall for the last 25 years. During the Dec. 21 gathering, the 83-year-old Hall (who's never been overweight) explained that his nickname was passed down through his family and is a matter of lineage rather than girth. Port Agent Georg Kenny stated, “Chubby is always a gentleman, and it has been an honor to have worked alongside him for the past decade.”



AB RECEIVES 'A' BOOK – AB Paul Riley (left) receives his union A-book during the December membership meeting in Jacksonville, Fla. Safety Director Ashley Nelson (right) handles the presentation and oath.



CROWLEY MEETING ON WEST COAST – SIU VP West Coast Nick Marrone (left) is pictured last fall aboard a Crowley tugboat with SIU member Capt. Roger Stewart (right) and Crowley official Lee Eglund. They were en route to a regularly scheduled “clarification meeting” at company offices in Los Angeles/Long Beach, Calif. The quarterly meetings cover safety issues and more.

Ocean Titan Delivers Iraqi Patrol Boat for U.S. Navy

Seafarers aboard the Military Sealift Command-chartered *MV Ocean Titan* played a notable role in bolstering Iraq's maritime security and rebuilding its naval capabilities Dec. 22 when they assisted in the delivery of a 115-foot patrol boat to Manama, Bahrain.

Constructed by Morgan City, La.-based Swiftships Shipbuilders LLC, the vessel was the second in a new class of U.S.-built patrol boats to be turned over to Iraqi navy. Fifteen such vessels are being built in support of U.S. and Iraqi efforts to reconstitute the country's ability to enforce its maritime sovereignty and security. According to MSC, the Iraqi navy acquired the boats as part of the U.S. Navy's Foreign Military Sales Program.

Because the new patrol boat was designed to operate within 200 miles from shore, it was not equipped to make the more than 11,000-mile, open-ocean voyage to its final destination in Iraq from the shipyard where it was built on its own power.

That is where MSC and its SIU-contracted crew came in. According to the agency, its headquarters sealift program received the requirement to transport the patrol boat on Oct. 7 and awarded the contract for the lift to the *Ocean Titan* just 10 days later, following a competitive solicitation. MSC personnel then turned their focus to coordinating the safe load, transport and offload of the patrol boat.

"Loading the patrol boat onto *Ocean Titan* took some significant planning," said Tom Walters, the marine transportation specialist with the Sealift Program who provid-



A Military Sealift Command contracted tug /barge transports a patrol boat from Louisiana to Texas for delivery to Bahrain. The boat – ultimately delivered by an SIU-crewed ship – will be used by Iraq to provide maritime security for its oil platforms. (U.S. Navy photo by Phil Kenyon.)

ed primary supervision for the overall process.

Walters and his team faced two menacing challenges. First, the shipbuilder's port in Morgan City, La., was too shallow to accommodate the *Ocean Titan* or any other ship large enough to transport the patrol boat. To resolve this issue, MSC chartered a tug/barge to transport the boat from nearby

Amelia, La., to Houston, where it could rendezvous with the *Ocean Titan*. Secondly, the team had to ensure that the boat was not damaged in the process of the load, transport and offload. To remedy this potential problem, the company that built the boat designed and constructed specially designed supports – called a cradle – for the patrol boat's safety during transport.

On Nov. 7 in Amelia, the patrol was loaded onto the barge and secured in the cradle that had been welded to the barge's deck. The tug/barge and its cargo arrived in Houston Nov. 11, where the *Ocean Titan's* crane lifted the patrol boat out of the cradle so that the supports could be transferred and welded to *Ocean Titan's* deck.

With the cradle installed aboard the *Ocean Titan*, the patrol boat was then lowered and secured. The *Ocean Titan* departed Houston for Bahrain Nov. 12, stopping briefly en route at Cheatham Annex, Va., to load patrol boat-related cargo. Some four weeks later, *Ocean Titan* and its cargo arrived in Bahrain, where it was offloaded.

Seafarers aboard the *Ocean Titan* who assisted during the patrol boat's loading, transport to Bahrain and offload included: Bosun **Edward Jaynes**, ABs **Michael Dempster**, **Bernard Essiful**, **Kyren Ancrum** and **James Luttrell**, QEE **Forrest McGee**, ACU **Steven Holmes III**, GUDE **Lamar Pinckney** and Steward-Baker **Norman Bush**. The vessel is operated by Pacific-Gulf Marine for Intermarine, LLC.

"MSC has a long history of chartering specialized commercial vessels to transport U.S. Navy ships across the ocean and of overseeing those lifts from pickup to delivery," said Timothy Pickering, cargo project officer in MSC's Sealift Program. "The most well-known of these moves was the lift bringing *USS Cole* home to the U.S. from Yemen following the October 2000 terrorist attack that rendered the ship unable to sail."

MSC is slated to transport the next patrol boat later this year.



Some of the mariners who assisted the stranded fishermen are pictured aboard the *Ocean Atlas*.

Ocean Atlas Crew Renders Assistance To Stranded Fishermen Near Ecuador

The SIU-crewed *Ocean Atlas* participated in the rescue of a fishing vessel that was adrift more than 50 miles off the coast of Ecuador, providing desperately needed supplies to the 17 stranded men aboard.

On Oct. 23, 2010, an Ecuadoran-flagged fishing vessel, the *LT Anconsito 1*, was working at sea when it ran out of fuel off the coast of Manta, Ecuador. The crew of the fishing vessel sent a small boat out to search for help, but the ship remained incapacitated, putting all of the people on board at considerable risk.

Operated by Pacific-Gulf Marine for Intermarine LLC, the *Ocean Atlas* was en route to Coquimbo, Chile, when AB **Kevin Montiero**, who was at the wheel, noticed the disabled ship in the distance. He called to the mate and alerted the crew, who prepared to offer assistance.

The *Ocean Atlas* and its crew arrived to find the 17 men aboard the ship in desperate need of fuel and worried about their fellow crew members that went off to get help. Montiero was the only person aboard who spoke Spanish and was the de facto translator for the two crews. This turned out to be very useful for determining the extent of the problem.

The fishing vessel had been without fuel for more than 12 hours, the *Ocean Atlas* crew learned. Not only that, but the weather was volatile and beginning to get even worse. For the men aboard the disabled ship, a passing vessel may have seemed miraculous.

"You could see on their faces and in their eyes that they were really worried," said AB **Nagi Musaid**.

The *Ocean Atlas* stayed with the *Anconsito 1* and assisted in its refueling while the location of the smaller boat was being determined. Luckily, the boat made landfall in Manta and returned to the *Anconsito 1* after receiving fuel from ashore. Eventually, the *Anconsito 1* was functional and ready to continue its work.

"When we told them we would give them some of our fuel, it was like their eyes almost sparkled," said Musaid. "It made me feel like I made a difference in somebody's life."

Montiero noted the importance of helping fellow mariners in need and the good feelings associated with doing the right thing.

"It makes you feel good when you know you're saving lives," said Montiero. "They were very thankful because they knew there was no more threat after we arrived."

Seafarer Honored with ASC Outstanding Mariner Award

SIU-contracted American Steamship Company has awarded SA **Jim Beaudry** the ASC Outstanding Mariner Award, honoring Beaudry's hard work and dedication to the company as well as his fellow mariners during his 13 years of service at ASC.

Beaudry, a U.S. Navy veteran who started his career as a merchant mariner after attending the trainee program at the Paul Hall Center in Piney Point, Md., in 1978, recently retired to his home in Manistique, Mich.

"I'm really honored," said Beaudry. "Being a Seafarer was a great job. I've really enjoyed it."

Beaudry spent most of his career sailing the Great Lakes and has been praised for his work ethic, commitment, and leadership by fellow mariners and management alike. These characteristics are helping Beaudry remain active in his retirement.

"I've been busy volunteering with different charitable organizations in my community and I've been helping a friend out with his record business," Beaudry said. "I'm a music lover, so it's right up my alley."

In spite of his busy schedule, Beaudry took time to reflect on the things that made his career as a mariner so enjoyable.

"I'll miss the friends I've made over the years – that would be number one," said Beaudry. "I'll also miss just

being aboard, seeing the different scenery and going to different ports."

With a long and memorable career behind him, Beaudry has advice for the next generation of merchant mariners. He credits his participation in classes at the union-affiliated Paul Hall Center as being a key to his successful career.

"Go as high as you can," said Beaudry, who sailed in the deck, engine, and steward departments. "Keep attending the school and taking the courses offered. I had been there as a trainee in 1978 and took the assistant cook course in 1982, and finally the basic safety course in 2008. It's a great way to get into the union and you learn a lot at the school."

Dave Foster, president of American Steamship Company,

had words of admiration and appreciation for Beaudry's longtime commitment to the company.

"While these tributes acknowledge your many positive contributions, I hope you most remember and continue to take pride in the confidence, trust and respect you so deservedly earned from those who worked alongside you," Foster said in a letter to Beaudry. "On behalf of all of us at American Steamship Company, I am privileged to offer you our most heartfelt congratulations and best wishes for a happy and healthy retirement."

In addition to the letter of commendation from Foster, Beaudry will be featured on the company website and will receive an Outstanding Mariner ring and an award profile.



Jim Beaudry

Editor's note: This is the fourth installment in a series written by Edward T. Woods, a U.S. Merchant Marine veteran of World War II.

Parts of the story also have been published in editions of the American Merchant Marine Veterans North Atlantic Chapter Newsletter.

The previous Seafarers LOG entries were printed in the September, October and November 2010 issues. Among other activities, they described Woods' time as a seaman recruit in Sheepshead Bay, N.Y., at age 16, as well as his first voyage, aboard the S/S Horseshoe in 1944.

The installment from November ended on Christmas Day 1944, with Woods and his shipmates from the tanker S/S Brandy Station docked near Hollandia, on the northern coast of New Guinea.

Woods, 83, sailed in the engine and steward departments.

The next day we sailed north to Morotai Island in the East Indies to unload our cargo of aviation gasoline. There was a constant stream of military aircraft flying on and off the island. I later heard Morotai was the busiest American military airport in the area. It was MacArthur's last stopping off place in his island-hopping campaign on his way to Japan before his forces invaded the Philippine Islands the previous October. He had lived up to his "I shall return," declaration. It was here that I saw my first Japanese plane as we were called to General Quarters. It flew around a bit and then took off in the distance. I didn't see any chase planes go after it and the incident left me wondering what actual fighting was all about.

Our cargo tanks were now empty and our decks clear of cargo; we were ordered back to Panama. We were only at sea a little over a day when a heavy fog set in. Visibility was down to zero. Extra lookouts were posted by both the Navy gunnery officer and our ship's captain. The fog lasted for three days and our captain and his deck officers went without sleep as each of them attempted to get a sight with their sextants. For three days, no one could see the sun, the moon or a star. Today, with our modern locating equipment – radar, sonar, and satellite positioning – it will be difficult for those not familiar with marine navigation to understand our perilous situation.

As usual, the old-timers in the crew had thoughts they were willing to share with the younger crewmembers: "Let's hope we don't land on any of the islands around here. The Japs are still occupying a lot of them and the others are full of cannibals."

Later, we found out that there was some truth in what they had to say. General MacArthur had bypassed some of the islands held by the Japanese and in 1944 there were cannibals still active on islands in the South Pacific.

The return voyage to Panama took a full 30 days – longer than usual due to bad weather. We were disappointed in not being ordered to the States. Panama, however, was a good second choice: dry land, out of the war zones and we would be able to purchase just about anything money could buy.

Upon our arrival, the U.S. Coast Guard came aboard to conduct a safety inspection. They discovered that most of the CO2 cylinders were dry. They had been used up; the word "abused" was used by the Coast Guard officers. They declared the gas had been used for illegal purposes. However, if the members of the crew had been asked, I'm confident they would have approved of the gas being used as a coolant.

One pleasing asset, and a big plus, of working on an oil tanker was the number of CO2 fire extinguishers aboard ship. The cylinders were there, of course, for emergency use in case of fire. In the pump room there were about 25 tall CO2 cylinders standing in a row. On my first day on the ship back in New York City, I learned their primary use by the crew was to cool beer and other beverages. You could put three or four cans of beer in a metal bucket and shoot a blast of CO2 on top of the cans and you had instantly cold beer.

Once ashore in Panama City, I would hear the song, *Drinking Rum and Coca Cola* sung by the Andrews Sisters blasting out of every jukebox in town. It was played and sung 24 hours a day, seven days a week. It was fun to listen to at first but then it became overbearing to the ears.

Years later in 1986, I met a man in New York, a native of Trinidad, who claimed he had written the music to the song. He explained that he was a trained musician and could read and write music. The local native boys who sang and played instruments, such as the steel drums, had actually originated the song.

However, they didn't have the necessary training to compose music and asked him to arrange the score for them.

A short time later, a USO group arrived in Trinidad to entertain the American military personnel stationed there. The entertainer, Morey Amsterdam, was with the group; he heard the natives singing and playing the song and brought it back to the United States where he arranged for the Andrews Sisters to record it. The gentleman who told me this story said he had gone to the States in the middle of winter dressed in his white suit and shoes intending to

November. A chief steward is supposed to know how to cook and to be able to relieve the head cook if and when necessary. Our steward could not do either and, in addition, he was a troublemaker and not able to get along with either the crew or the officers. No one was sorry to see him go.

His replacement was a competent and friendly young man fresh out of chief steward's school.... The young Navy personnel, alone in their turrets on lookout at night, complained to their officer that the new steward was too forward in his attempts to make

The Ed Woods Story – A Teenager In World War II

sue on behalf of his boys. He added that he only could obtain a small settlement, because in 1944 there were no international copyright agreements and stealing the song, as he put it, was legal.

Just before my return to Panama, I had developed a painful ingrown toenail that required medical attention. Upon my arrival in port, I was instructed by my ship's officers to report to one of hospital clinics in the Canal Zone. When I arrived, I was told I had come to the wrong place. As I was being told where to go for treatment, an officer entered the room and everyone stood up and said "Good morning, Sir." He looked at me and, no doubt, took notice of my civilian clothes, and asked about

friends with them. Actually, no one was ever allowed to talk or disturb any Navy sailor on watch, other than in an emergency. The steward was cautioned and told to stay away from the gunners. When we arrived in Panama, at the request of the gunnery officer, he was replaced by an older man who stayed with us until our return to the States in late 1945.

This time we stayed three weeks in Panama as our ship was in need of maintenance before we took to sea again. Replacement engine parts had to be flown down from the States and this delayed the repair work. It was obvious that the crew members, including me, were pleased to be in a major port and enjoying all the city had to



This photo from the summer of 1944 was taken at the U.S. Maritime Service Training Station in Sheepshead Bay, N.Y. Ed Woods is pictured in the third row, second from right. Vinnie McCarville, mentioned at various points in Woods' story, is third from right in the same row.

me. It was explained to him that I was a merchant seaman and that I had come to the wrong clinic for treatment of an ingrown toenail. He, in a very friendly manner, asked my name, my job and what part of the States I was from. He then told the staff that he would have a look at my problem and for them to make the necessary preparations.

It was then I learned that the officer was a general and the head surgeon at the hospital. The staff told me I was very fortunate as the general rarely performed this procedure and instead saved his talents for more complicated operations. However, he performed the necessary surgery to remedy my toe problem and ever since I have been able to tell everyone that I had a general, the head surgeon, repair my ingrown toenail!

The Canal Zone had some first-rate movie theaters for the American residents. The movies were up-to-date and fresh out of Hollywood. Among others, I saw *The Picture of Dorian Gray* and *A Tree Grows in Brooklyn*. I had not read anything by Oscar Wilde up to that time but I had read *A Tree Grows in Brooklyn* and enjoyed it. The story is about a New York family's life 25 years before my time. However, I could relate to it as the events that took place and the activities of the two kids in the story were almost identical to my life in the 1930s.

While in Panama, the captain had the chief steward removed from the ship for incompetence. We had run out of too many supplies on our last trip – supplies that should have been ordered by the chief steward and stored away before we had left port the end of

offer before going on another three-to four-week boring, but hazardous, crossing of the Pacific.

In wartime, a merchant ship was required to have three radio operators in the crew in order to keep a 24-hour radio watch. In addition to the three radio operators, there were signalmen in the Navy Armed Guard crew who were proficient in Morse code with both flags and lights. They were used for communication between ships by their officer and our ship's officers.

The *Brandy Station* had a grumpy old-timer as the chief radio operator, and two young friendly college boys. The latter two lived in the same town in Connecticut and had gone to the same schools. One of them became obsessed with a Blue Moon girl working at the Terra Feliz, (Happy Land) a popular nightclub in town. He asked permission to marry her. No one in the crew could believe he could be so naive. The other young radio operator was especially concerned and in a state of shock. We understood why when he told us his sister was engaged to this same young man. Our captain was quite outspoken about the matter and, in front of the other officers, expressed his disapproval. I don't recall the requirements for marriage at that time in Panama but, fortunately, we sailed before any vows were exchanged.

My friend Vinnie had broken a finger and it was decided to fly him back to the States for medical treatment, as the hand was not healing properly. I was now on my own – no buddy to share my troubles and woes. A day or so later, however, as luck would have it, as

I was returning to the ship from a visit to town, I spied a boy at the end of the pier in the near distance who looked familiar. I couldn't believe my eyes. It was Bruce Boyd, a friend from my New York neighborhood. I knew Bruce from grade school and later from the Sheepshead Bay maritime training station. With him aboard his ship was another neighbor friend, Phil Marshal. For the next few days, the three of us had a grand old time in Panama City celebrating our renewed friendship.

My wife-to-be, Jackie Behlmer, was related to Bruce. A bit complicated relationship, I'll admit. Bruce was a half-brother to Jackie's brother-in-law, Les Boyd Sr. His son, Les Boyd Jr., who I also knew from grade school, was Jackie's age and the three of them – Bruce, Les and Jackie – had spent many happy summers together as children vacationing at Rye Beach, N.Y., where her sister Mae and her husband, Les Sr., rented a cottage each summer. I stayed in touch with Bruce the following years and in 1949, I was best man at his wedding to Jackie's best friend, June McAvoy. Jackie, of course, was the bridesmaid.

Following a three-week stay in Panama, I said goodbye to Phil and Bruce and sailed off on another uneventful trip across the wide Pacific. We dropped anchor off Leyte Island in the Philippine Islands, close to where General MacArthur had made his celebrated return landing. After a short stay, we were ordered to Manila on the island of Luzon. We were looking forward to visiting the famous old city; instead, our orders were changed and we went to Subic Bay, an anchorage north of Manila.

It looked like the entire United States Pacific Fleet was there with us. A large number of battleships, cruisers and their supply ships filled the bay. We heard that Manila had not been secured and we were to wait in Subic Bay before proceeding there. We were given permission to visit an island in Subic Bay that had been designated a recreation area. The members of the crew took turns each day for the ride to the island on our motor launch. We played a few innings of softball and then, like manna from heaven, discovered there was a small portable ice machine on the island with a supply of cold cans of beer. We were able to buy two cans each at 10 cents apiece. While it wasn't promoted and, within limitations, a merchant crew could drink alcoholic beverages aboard ship, it was expressly forbidden for enlisted men aboard a U.S. Navy vessel. That was why beer was available off ship for both the U.S. Navy enlisted men and merchant seamen on the recreation island. A section of the island was roped off and patrolled by U.S. Marines who told us that parts of the recreation island had not been inspected for land mines and, until an inspection was made, we had to stay in the prescribed area. They didn't have to tell us twice – we kept our distance.

After about a 10-day stay in Subic Bay, we were ordered to sail to Manila. As we sailed into Manila Bay, we could hear heavy gunfire and then we could see planes diving and bombing an area identified as Corregidor Island and the Bataan Peninsula. To me it was an awesome sight. I knew about the inhuman treatment of our soldiers during the Bataan Death March and was elated to see the Japs getting a dose of their own medicine. As we sailed further into the Bay, I saw ships half sunk in shallow water with bodies that were obviously Japanese, hanging from their protruding masts. The Philippine guerrillas had taken revenge on the cruel invaders of their homeland.

I was off duty and leaning on a rail as a motor launch pulled along side of our ship. A U.S. Navy officer called up to me, "Who the hell are you and what are you doing here?" Before I could think of what to say, our captain answered from the bridge and identified our ship and cargo. A reply came up from the launch, and I could hear it clearly: "Get the hell out of here. What do you want to do, blow up the entire port?"

Artillery shells were landing in the water nearby. Our ship turned about, we exited Manila Bay and returned to Subic Bay. I don't know any more about the incident other than two U.S. Navy officers came aboard when we arrived in Subic Bay and wanted to know who had ordered us to Manila. Someone in the Navy was in a lot of hot water for dispatching a tanker loaded with an explosive cargo to an unsecured area.

To Be Continued

Baltimore



The Dec. 9 get-together in Baltimore left just about everyone smiling. Among the guests was Metropolitan Baltimore Council AFL-CIO President Ernie Grecco, far right in photo above, left. Grecco is pictured with Port Agent Elizabeth Brown and Patrolman Chris Mercado.

Deck the Halls: *Seafarers, Families Celebrate Holidays Around the Ports*

In keeping with tradition, hundreds of active and retired Seafarers and their families late last year visited various SIU halls to celebrate the holiday season. The halls in

Baltimore, Philadelphia and Jacksonville, Fla., were among those hosting the gatherings. Photos from the respective events appear on this page.

Philadelphia



During the Dec. 17 gathering in Philadelphia, ornaments were placed on a Christmas tree in memory of late Seafarers and SIU officials, including Executive VP John Fay and Port Agent Jim Malone. During the event, Retiree Henry McCullough (left in photo at left above), chatted with future Seafarer Thomas Soresi and VP Atlantic Coast Joseph Soresi. Patrolman Rob Wisler (left in center photo above), Seafarer Dennis Saggese and Port Agent Joe Baselice posed for a photo as did SIU members Charles Wisler and John Haller (photo at right).



Pictured from left to right are Seafarer Scott Smith, VP Atlantic Coast Joseph Soresi, Port Agent Joe Baselice, UIW National Director John Spadaro and Seafarer Mike Fay.

Employees Patricia Malone and Linda Kluska

Retirees Charles Collins and Walt Sargent

Jacksonville



More than 200 people turned out Nov. 20 for the yearly celebration in Jacksonville, Fla.



SIU Snapshots from the Lakes

Pictured on this page are SIU members (and icy sights) during a mid-December voyage aboard the American Steamship Company vessel *Walter J. McCarthy Jr.* Thanks to SIU

Representative Don Thornton for providing all but the ship photo. The *McCarthy* was sailing from St. Clair, Mich., to Duluth, Minn., to pick up taconite.



QMED Charles Lesley



Gateman Sabbah Ghaleb



Bosun Michael Brown, GUDE Hamzah Mohamed, GUDE Ali Muthanna



Wheelsman Alex Damer



In photo at left, SIU Representative Don Thornton joins Bosun Michael Brown on deck. Wheelsman Kevin Stehlik keeps the vessel on course (above) while 2nd Cook Amy Shunkwiler readies galley equipment for food preparation.



What's New for 2010

Following are some of the changes that will take effect in 2010, along with changes that remain in effect from 2009. Please check www.irs.gov before filing your return.

Due date of return - File Form 1040 by April 18, 2011. The due date is April 18, instead of April 15, because of the Emancipation Day holiday in the District of Columbia — even if you do not live in the District of Columbia.

Exemptions - The personal exemption and the dependency exemption remain unchanged at \$3,650 for 2010. For tax year 2010, there is no phase-out of the exemption - you will no longer lose part of your deduction for personal exemptions and itemized deductions, regardless of the amount of your adjusted gross income (AGI).

Divorced or Separated Parents - A custodial parent who revoked their previous release of a claim to a child's exemption must include a copy of the revocation with their return.

Standard Deductions - The standard deduction for married couples filing a joint return remains unchanged at \$11,400 for 2010. The standard deduction for single individuals and married couples filing separate returns is \$5,700 for 2010. The standard deduction for heads of household increased by \$50 to \$8,400 for 2010.

Standard deduction for taxpayers who do not itemize their deductions on Schedule A of Form 1040 may be also increased by:

- Any state or local sales or excise taxes you paid in 2010 on the purchase of a new motor vehicle after February 16, 2009, and before January 1, 2010, and
- Any net disaster loss you had in 2010 because of a disaster that was declared a federal disaster after 2007 and that occurred before 2010.

You can use the 2010 Standard Deduction Worksheet in chapter 20, Publication 17 to figure your standard deduction. But to increase your standard deduction by taxes paid on the purchase of a new motor vehicle or a net disaster loss, you must use Schedule L (Form 1040A or 1040) and attach it to your return.

Itemized Deductions - Overall income limits for itemized deductions do not apply in 2010. Before 2010, taxpayers whose incomes were above certain levels lost part of their itemized deductions. For taxpayers at all income levels, limitations continue to apply to particular itemized deductions, such as medical and dental expenses, certain miscellaneous itemized deductions and casualty and theft losses.

Self-employed health insurance deduction - Beginning with tax year 2010, under the Small Business Jobs Act, self-employed individuals can now deduct the cost of their health insurance premiums when calculating net earnings from self-employment for purposes of self-employment taxes. Effective March 30, 2010, if you were self-employed and paid for health insurance, you may be also able to include in your self-employed health insurance deduction any premiums you paid to cover your child who was under age 27 at the end of 2010, even if the child was not your dependent.

Economic Recovery Payment - There is a one-time payment of \$250 for certain eligible individuals who collect social security benefits, railroad retirement benefits, veterans' benefits, and/or supplement security income (SSI). If you did not receive this benefit in 2009 you are still eligible to receive it in 2010.

Any payment received in 2010 is not taxable to you.

Making Work Pay Credit - The Making Work Pay Credit helps millions of workers and self-employed individuals. Although income limits apply to this credit, it is refundable — meaning that those eligible can get it even if they owe no tax. Though all eligible taxpayers must file Schedule M to claim the Making Work Pay Credit, most workers got the benefit of this credit through larger paychecks, reflecting reduced federal income tax withholding during 2010.

Most eligible taxpayers qualify for the maximum Making Work Pay Credit of \$800 for a married couple filing a joint return or \$400 for other taxpayers. The credit equals 6.2 percent of earned income up to the maximum amount. Thus, any eligible couple filing a joint return whose earned income is \$12,903 or more qualifies for the \$800 maximum credit. This is true even if the income is earned entirely by one spouse. Other taxpayers qualify for the \$400 maximum if their earned income is \$6,451 or more. For most workers, the credit is based on the taxable wages reported to them on Forms W-2. Self-employed individuals figure the credit using the net profit or loss they receive from a business or farm. Additional calculations are necessary for some taxpayers, including those who have net business losses, or foreign earned income. More information, including a worksheet, can be found in the instructions for Schedule M. Some taxpayers are not eligible for the making work pay credit, including:

- Joint filers whose modified adjusted gross income (MAGI) is \$190,000 or more.
- Other taxpayers whose MAGI is \$95,000 or more.
- Anyone who can be claimed as a dependent on someone else's return.

- A taxpayer who doesn't have a valid Social Security number.

- Joint filers, if neither spouse has a valid Social Security number.

- Nonresident aliens.

Other taxpayers qualify for the credit but must reduce the amount of the credit they claim, including:

- Joint filers whose MAGI is more than \$150,000 but less than \$190,000.
- Other taxpayers whose MAGI is more than \$75,000 but less than \$95,000. See Schedule M and its instructions for details.

Earned Income Credit (EIC) - The EIC is a credit for certain people who work. The credit may give you a refund even if you do not owe any tax. The maximum amount of income you can earn and credit available increased for 2010:

- Credit of \$5,666 if you have three or more qualifying children and you earn less than \$43,352 (\$48,362 if married filing jointly)
- Credit of \$5,036 if you have two qualifying children and you earn less than \$40,363 (\$45,373 if married filing jointly)
- Credit of \$3,050 if you have one qualifying child and you earn less than \$35,535 (\$40,545 if married filing jointly), or
- Credit of \$457 if you do not have a qualifying child and you earn less than \$13,460 (\$18,470 if married filing jointly).

The maximum amount of investment income you can have and still get the credit has remained the same in 2010 - \$3,100.

If you get the advance payments of the credit from your employer with your pay, the total advance payments you get during 2010 can be as much as \$1,830.

Social Security and Medicare Taxes - The maximum amount of wages subject to the Social Security tax for 2010 is \$106,800. There is no limit on the amount of wages subject to the Medicare tax.

Qualified Dividend and Capital Gains Tax Rate - The 0% and 15% maximum tax rates on qualified dividends and net capital gains remain in effect from last year.

Adoption credit - The Affordable Care Act raises the maximum adoption credit to \$13,170 per child, up from \$12,150 in 2009. It also makes the credit refundable, meaning that eligible taxpayers can get it even if they owe no tax for that year. In general, the credit is based on the reasonable and necessary expenses related to a legal adoption, including adoption fees, court costs, attorney's fees and travel expenses. Income limits and other special rules apply. In addition to filling out Form 8839, Qualified Adoption Expenses, eligible taxpayers must include with their 2010 tax returns one or more adoption-related documents.

Child Tax Credit - The Tax Relief Act of 2010 extends for two additional years (2011 and 2012) the enhanced child tax credit of \$1,000 maximum credit per child. This \$1,000 credit is scheduled to expire at the end of 2012. Unless there's further legislation, the child tax credit will revert to its previous maximum of \$500 per child starting in the year 2013.

For the 2010 tax year the child tax credit starts to be reduced when income reaches the following levels:

- \$55,000 for married couples filing separately,
- \$75,000 for single, head of household, and qualifying widow(er) filers, and
- \$110,000 for married couples filing jointly.

In the phase-out range, the child tax credit is reduced by \$50 for each \$1,000 of income above these threshold amounts.

The American Opportunity Tax Credit - For tax year 2010, the maximum credit amount can be up to \$2,500 and up to \$1,000 of that credit amount may be refundable. The credit applies to the first 4 years of post-secondary education in a degree or certificate program.

The credit is calculated by taking 100% of the first \$2,000 of qualified tuition and related educational expenses and 25% of the next \$2,000 of such expenses. The credit is gradually reduced if your Modified AGI:

- \$80,000 to \$90,000 for Single, Head of Household, and Qualifying Widow(er)
- \$160,000 to \$180,000 for Married Filing Joint

The American Opportunity Tax Credit is extended under the 2010 Tax Relief Act through the end of 2012.

Lifetime Learning Credit - For tax year 2010, the maximum credit amount per tax return can be up to \$2,000. The credit is calculated by taking 20% of the educational expenses on the first \$10,000 of qualified educational expenses. There is no limit on the number of tax years for which the Lifetime Learning credit can be claimed for each student. The credit is gradually reduced

Continued on Page 14

TAX TIPS FOR

HOW TO PREPARE A TAX RETURN

- Step 1. Get all records together.**
 - Income Records. These include any Forms W-2, W-2G and 1099.
 - Itemized deductions and tax credits.
 - Medical and dental payment records.
 - Real estate and personal property tax receipts.
 - Interest payment records for items such as a home mortgage or home equity loan.
 - Records of payments for child care so an individual could work.
- Step 2. Get any forms, schedules or publications necessary to assist in filing the return.** IRS Publication 17 titled "Your Federal Income Tax for Individuals" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns. Also, you may access the IRS web site at www.irs.gov for forms, instructions and publications.
- Step 3. Fill in the return.**
- Step 4. Check the return to make sure it is correct.**
- Step 5. Sign and date the return.** Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.
- Step 6. Attach all required forms and schedules.** Attach Copy B of Forms W-2, W-2G and 1099R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, Social Security number and form number on your check or money order. Payment also can be made by credit card. You may use American Express, Discover, Visa or Master Cards. To pay by credit card, call the toll-free number 1-888-272-9829 or 1-888-729-1040 or visit web sites www.officialpayments.com/fed or www.pay1040.com. There is a fee charged based on the amount you are paying.

Rounding Off to Whole Dollars: Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts from 50 to 99 cents to the next dollar. For example, \$1.39 becomes \$1 and \$1.50 becomes \$2.

Fast Refund: Taxpayers are able to request direct deposit of their tax refunds by filling out lines 74b, 74c and 74d on their Form 1040. Line 74b is for the bank's routing number. Line 74c indicates the type of account, and line 74d is the taxpayer's account number at the bank. When tax returns are filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. Beginning in 2009, individuals that

prepare his or her own return can access most common tax forms from the IRS web site directly submit the return. Free electronic filing is subject to any income tax return. For more information, visit the IRS web site at: www.irs.gov

WHAT ARE THE DEDUCTIONS?

Personal Exemption - A deduction for each individual, his or her spouse, and dependent is \$3,650 per person. You may not claim an exemption for a dependent if the child is a dependent exemption claimant.

Standard Deduction - A deduction, or dollar amount, that reduces the amount of income that remains unchanged for a taxpayer or person (see box on page 14).

Personal Interest - Interest on 2010, personal interest on car loans, and interest on personal loans and credit cards.

Interest on Tax-Exempt Bonds - Interest on investments is not deductible.

Union Dues - Union dues, including work-related expenses, are deductible only if they are a percentage of adjusted gross income. Only the portion of dues that is deductible. SPAD dues have never been deductible.

Club Dues - Deduction is permitted for dues paid to a service organization for business reasons.

Deductions Subject to AGI - Adjusted Gross Income (AGI) include investment expenses that are not deductible, unreimbursed expenses, safe deposit box expenses, tax preparation fees, and other expenses.

Deducting Work-Related Expenses - Expenses associated with work may be considered deductible. However, no expense is deductible for which a seaman is reimbursed by the employer or union hall to register at the union's designated hotel. You must take the required pre-employment tests are examples of work-related expenses that are deductible by the company. Member dues may deduct for other equipment owned but use when performing their work duties.

Work-Related Clothing - Work-related clothing is deductible as long as it is truly required by the employer and is not considered tax-deductible.

Deducting Work-Related Expenses: Use of an automobile in work-related result in deductible expenses. Methods can be used to deduct mobile expenses—

STANDARD DEDUCTION

This is the standard deduction chart for most people. If you are 65 or older or blind, there are additional standard deductions (\$1,000 for a person or "spouse" or \$1,400 for an unmarried person). No additional exemption deduction is \$3,650.

Filing Status	
Single and Married filing separate
Married filing joint return or qualifying widow(er) with dependent children
Head of household

R MARINERS

own return can
nly used Federal
e IRS website and
e forms electronically.
ing is no longer sub-
e limitations. For
visit the IRS web
ov.

BE CONSIDERED S AND CREDITS

Exemption Amount: The
n exemption—for the
her spouse and depen-
er person. A child can-
ption on his or her
or a higher education
s parents claim a
ption for their child.
Standard Deduction: The standard
ar amount that
nt that is taxed,
d for 2010 for most
n this page).

Travel Deductions: For
erest cannot be
l interest includes
ns, credit cards, per-
x deficiencies.
Secured Loans
est paid on mortgages
100 percent

Reduction: Union
orking dues, are
they exceed 2 percent
income. If they do,
ver the 2 percent is
contributions have
ible.

Deduction: No deduc-
or club dues; howev-
rofessional or public
ons are deductible for

**Subject to 2 Percent of
Income:** These
at advisory fees,
rative fees, legal
paid to produce tax-
mbursed employee
osit box rental and
es.

Work-Related Expenses:
ed with a seaman's
sidered tax deductible.
ense can be deducted

an has been reim-
loyer. Travel to the
ster or travel to the
d medical facility to
hysical and drug
s of expenses which
ut not reimbursed by
mbers of the galley
the costs of knives
ent they personally

n on a ship performing
The purchase of
ing and other gear, as
for work and not paid
er, are likely to be
ductible.

Work-Related Car
a personally owned
ork-related travel can
e expenses. Two
sed to compute auto-
—either listing a stan-

N

f a taxpayer is 65 or
1,100 for a married
ote that the person-

Standard Deduction
..... \$ 5,700
.....\$11,400
.....\$ 8,400

dard mileage rate or determining actual
cost. On the tax return due April 18 of
this year, the IRS is accepting a stan-
dard mileage rate. The rate is 50 cents
in 2010. Parking fees and tolls can be
added when using the standard mileage
rate. If using actual expenses, informa-
tion must be available on all operating-
related costs for the vehicle, including
interest, insurance, taxes, licenses,
maintenance, repairs, depreciation, gas,
oil, tolls and parking. The IRS recom-
mends keeping a log book or diary list-
ing all expenses related to travel, for
both the standard mileage rate and actu-
al cost method, to ensure accurate
records. Only work-related expenses
not reimbursed by an employer can be
claimed.

Deducting Work-Related Meals When Traveling:

You can use a special standard meal
allowance if you work in the trans-
portation industry. You are in the trans-
portation industry if your work:

- Directly involves moving people
or goods by airplane, barge, bus, ship,
train, or truck, and

- Regularly requires you to travel
away from home and, during any single
trip, usually involves travel to areas eli-
gible for different standard meal
allowance rates.

If this applies to you, you can claim
a standard meal allowance of \$59 a day
(\$65 for travel outside the continental
United States) from January 1 through
December 31, 2010.

Using special rates for transportation
workers eliminates the need for you to
determine the standard meal allowance
for every area where you stop for sleep
or rest. If you choose to use the special
rate for any trip, you must use the spe-
cial rate (and not use the regular stan-
dard meals allowance rates) for all trips
you take that year.

Dependent's Social Security

Number: Each dependent must have a
Social Security number (SSN).
Individuals may get a SSN for their
dependent by filing Form SS-5 with
their local Social Security
Administration office or calling the
Administration at 1-800-772-1213. It
usually takes about two weeks to
receive a SSN.

**Additional (Refundable) Child
Tax Credit** – For tax years 2009 and
2010, the refundable portion of tax
credit will be calculated using earned
income in excess of \$3,000.

Student Loan Interest: Taxpayers
may be able to deduct up to \$2,500 of
interest paid for qualified education
expenses for oneself, spouse or depen-
dents. The deduction is allowed in fig-
uring adjusted gross income.

OTHER TAX INFORMATION

Private Delivery Services: Tax
returns and extensions can be mailed
through private delivery services such
as DHL Worldwide Express, Federal
Express and United Parcel Service.

Forms of Payments: One can pay
the Internal Revenue Service through
credit cards, debit cards, charge cards,
bank check or money order. If you file
your return electronically you may be
able to make your payment electroni-
cally.

WHICH RECORDS TO KEEP

Keep records of income (such as
receipts), deductions (for example,
canceled checks) and credits shown on
the tax return, as well as any work-
sheets used to figure them, until the
statute of limitations runs out for that
return, usually 3 years from the date

the return was due or filed, or 2 years
from the date the tax was paid,
whichever is later. However, it is rec-
ommended that all records be kept for
about 6 years. Some records should be
kept even longer. For example, keep
property records (your home, stocks)
as long as they are needed to figure the
basis of property.

Change of Address: If an individ-
ual has changed his or her address
from the one listed on that person's last
tax return, IRS Form 8822 should be
filled out and filed with the agency.

Death of a Taxpayer: If a taxpayer
died before filing a required return for
2010, the taxpayer's personal represen-
tative (and spouse, in the case of a
joint return) must file and sign the
return for that person. A personal rep-
resentative can be an executor, admin-
istrator or anyone who is in charge of
the taxpayer's property.

WHICH INCOME TO REPORT

In addition to wages, salaries, tips,
unemployment compensation, capital
gains, dividend payments and other
income listed on the federal tax return,
the following kinds of income must be
reported:

- Jones Act settlements for lost
wages.
- Amounts received in place of
wages from accident and health plans
(including sick pay and disability pen-
sions) if employer paid for the policy.
- Life insurance proceeds from a
policy cashed in if the proceeds are
more than the premium paid.
- Canceled debts.
- State income tax refunds.
- Rents.
- Repayments.
- Royalties.
- Unemployment benefits.
- Profits from corporations, part-
nerships, estates and trusts.
- Endowments.
- Original Issue Discount.
- Distributions from self-employed
plans.
- Bartering income (fair-market
value of goods or services received in
return for services).
- Tier 2 and supplemental annuities
under the Railroad Retirement Act.
- Lump-sum distributions.
- Gains from the sale or exchange
(including barter) of real estate, securi-
ties, coins, gold, silver, gems or other
property (capital gains).
- Accumulation distributions from
trusts.
- Prizes and awards (contests, raf-
fles, lottery and gambling winnings).
- Earned income from sources out-
side the United States.
- Director's fees.
- Fees received as an executor or
administrator of an estate.

WHICH INCOME NEED NOT BE REPORTED

The following kinds of income do not
need to be reported on the federal tax

return:

- Benefits from government wel-
fare programs.
- Jones Act settlements for injuries,
pain, suffering, and medical costs.
- Maintenance and Cure.
- Workers' compensation benefits,
insurance, damages, etc. for injury or
sickness.
- Disability retirement payments
(and other benefits) paid by the
Veterans' Administration.
- Child support.
- Gifts, money or other property
inherited or willed.
- Dividends on veterans' life insur-
ance.
- Life insurance proceeds received
because of a person's death.
- Amounts received from insurance
because of loss of the use of a home
due to fire or other casualty to the
extent the amounts were more than the
cost of normal expenses while living in
the home.
- Certain amounts received as a
scholarship.

FILING AN EXTENSION

Taxpayers can get an automatic 6-
month extension if, no later than April
18, 2011, Form 4868 will be filed
with the IRS. It is important to
remember that a 6-month extension to
file does not extend the time to pay
the taxes. Form 4868, when sent in,
must be accompanied by all tax
monies due to the U.S. government.

WHERE IS MY REFUND?

If taxpayers have not received a
refund check within 28 days from the
original IRS mailing date, information
can be accessed through the web site
at www.irs.gov. To get the refund sta-
tus, taxpayers will need to provide the
information from their tax returns.
You should know your Social Security
Number (or IRS Individual Taxpayer
Identification Number), Filing Status
(Single, Married Filing Joint Return,
Married Filing Separate Return, Head
of Household, or Qualifying
Widow(er)) and the Refund amount. It
is important to enter the refund
amount exactly as it is shown on your
return.

WHY SEAFARERS MUST PAY STATE INCOME TAX

Federal law prohibits employers
from withholding state and local taxes
from the wages of mariners working
aboard U.S.-flag ships. Specifically,
the law [46 USCA 11108(11)] pro-
vides that "no part of the wages due
or accruing to a master, officer or any
other seaman who is a member of the
crew on a vessel engaged in the fore-
ign, coastwise, intercoastal, interstate
or non-contiguous trade shall be with-
held pursuant to the provisions of the
tax laws of any state, territory, posses-
sion or commonwealth, or a subdivi-
sion of any of them, but nothing in

OVERSEAS AT TAX TIME

Should Seafarers find themselves
overseas and seeking IRS forms or
assistance, U.S. embassies and con-
sulates are equipped to provide
some taxpayer-related services. At a
minimum, IRS forms are available
at all U.S. embassies and consulates
located in: Berlin, Germany;
Caracas, Venezuela; London,
England; Mexico City, Mexico;
Nassau, Bahamas; Ottawa, Canada;
Paris, France; Riyadh, Saudi Arabia;
Rome, Italy; Sao Paulo, Brazil;
Sydney, Australia; Tokyo, Japan.

this section shall prohibit any such
withholding of the wages of any sea-
man who is employed in the coast-
wise trade between ports in the same
state if such withholding is pursuant
to a voluntary agreement between
such seaman and his employer."

The law, however, does not exempt
seamen from paying state and local
taxes. Mariners, just like any other
citizens of any given state, must meet
their obligations to the government of
the area in which they live. Each state
has a set of criteria to determine
whether an individual is a resident of
that state. A seaman should check
with a state tax office if he or she is
unsure about residency status.

For example, in California during
the early 1970s, a case before the
California State Board of
Equalization stated that a merchant
seaman—despite the fact that he was
on a ship for 210 days of the year—
was a resident of the state for tax
purposes. The board took into con-
sideration the fact that the seaman
owned a home in California and
maintained a bank account in a
California-based bank. Additionally,
each state has established conditions
under which non-residents of that
state must pay a portion of state tax
if such an individual earned income
from a source based in that state.
Many states allow a credit in the
amount an individual must pay the
state if that person has already paid
taxes in another state. In 2000,
President Clinton signed into law the
bipartisan Transportation Worker Tax
Fairness Act, a measure aimed at
providing "equitable treatment with
respect to state and local income
taxes for certain individuals who per-
form duties on vessels." The law,
which took effect Nov. 9, 2000, stip-
ulates that pilots and other mariners
"who perform regularly assigned
duties while engaged as a master,
officer or crewman on a vessel oper-
ating on the navigable waters of
more than one State" shall be subject
to state income tax only in his or her
residential state. If any questions
arise regarding residency and state
tax issues, mariners should telephone
the taxpayer assistance office in the
state in which they reside.

WHERE TO GET INFORMATION

General Information: 1-800-829-1040 may be called for
general information between 7:00 am and 10:00 pm your local
time.

Publications: Call 1-800-829-3676 to order current and
prior year forms, instructions and publications.

Walk-In Help: IRS representatives are available in many
IRS offices around the country to help with tax questions that
cannot be answered easily by telephone. To find the location
of an IRS office, look in the phone book under "United States
Government, Internal Revenue Service."

Telephone Help: The IRS is prepared to answer questions
by phone. Through the agency's taxpayer information service,
publications covering all aspects of tax-filing can be ordered.

The federal Tele-Tax system has recorded tax information
covering about 150 topics. 1-800-829-4477 is the IRS's auto-
mated Tele-Tax system. When calling from a touch tone
phone, the number "9" will repeat the topic and the number

"2" will cancel the topic. To listen to a directory of topics after
the introductory message finishes, dial 123. You can also
check the status of your refund.

This telephone service is available 24 hours a day, 7 days a
week.

Personal Computer: Access the IRS's internet web site at
www.irs.gov to: download forms, instructions and publica-
tions; see answers to frequently asked tax questions; search
publications on-line by topic or keyword; figure your with-
holding allowances using their W-4 calculator, check the sta-
tus of your refund, send the IRS comments or requests for help
via e-mail; and sign up to receive local and national tax news
by e-mail.

Send IRS Written Questions: Written questions regard-
ing the tax returns can be sent directly to an IRS District
Director (listed on the tax form). Include a Social Security
number with the letter.

Assorted Changes Take Effect for 2010 Tax Season

Continued from Page 12

if your Modified AGI exceeds \$50,000 (\$100,000 if married filing joint return) and is completely eliminated if your Modified AGI exceeds \$60,000 (\$120,000 if married filing joint return). The credit cannot be claimed if your filing status is "married filing separately" or if you were a nonresident alien.

Tuition and Fees Deductions – This deduction was extended under the 2010 Tax Relief Act. For tax year 2010, you may be able to deduct up to \$4,000 (\$2,000 for higher income families) for qualified educational expenses paid for yourself, spouse or dependent even if you do not itemize deductions on Schedule A. Taxpayers who choose to claim the tuition and fees deduction must fill out and attach Form 8917. The resulting deduction is reported on Form 1040 Line 34 or Form 1040A Line 19.

Expanded Definition of Qualified Expenses for Qualified Tuition Programs – The definition of qualified higher education expenses for tax-free distributions from a qualified tuition program is expanded to include amounts paid in 2009 or 2010 for the purchase of computer software, any computer or related peripheral equipment, fiber optic cable related to computer use, and Internet access (including related services) that are to be used by the beneficiary and the beneficiary's family during any of the years the beneficiary is enrolled at an eligible educational institution.

Educator Expenses – The deduction for eligible elementary and secondary school teachers of up to \$250 per year for expenses paid or incurred for books, certain supplies, computer and other equipment, and, supplementary materials used in the classroom has been extended for 2010 under the new 2010 Tax Relief Act.

Deduction for New Motor Vehicle Taxes – You can deduct state or local sales or excise taxes (or certain other taxes or fees in a state without a sales tax) paid in 2010 for the purchase of any new motor vehicle(s) after February 16, 2009, and before January 1, 2010. This deduction can be used to increase the amount of your standard deduction, or you can take it as an itemized deduction.

State & Local Sales and Use Tax Deduction – The election to deduct state and local general sales and use taxes instead of state and local income taxes as an itemized deduction has been extended under the 2010 Tax Relief Act. Prior to the passage of the 2010 Tax Relief Act, the deduction for state and local general sales and use taxes was not available for tax years after 2009. Under the new tax act, this deduction is now extended to tax years 2010 and 2011.

Individual Retirement Accounts:
Education IRAs (Coverdell Education Savings Account) – Taxpayers can contribute up to \$2,000 each year to an Education IRA for a person under age 18. The contribution is not deductible. Earnings on the contribution will be distributed tax-free provided that they are used to pay the beneficiary's postsecondary education expenses.

Traditional IRAs – The contribution limit to a traditional IRA in 2010 is \$5,000 (increased to \$6,000 for taxpayers age 50 or older at the end of 2010). Modified Adjusted Gross Income (AGI) phase-out range increased to \$56,000-\$66,000 for single, head of household, \$89,000-\$109,000 for married couples filing jointly or qualifying widow(er), and less than \$10,000 for married individuals filing separate returns when a taxpayer is covered by an employer's retirement plan at any time during the year.

Roth IRAs – The maximum total yearly contribution that can be made by an individual to a Roth IRA is \$5,000. If

a taxpayer reaches age 50 before 2010, the most that can be contributed will be \$6,000. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single and head of household taxpayers with an Adjusted Gross Income (AGI) between \$105,000 and \$120,000, for joint filers and qualifying widow(er) with an AGI between \$167,000 and \$177,000, and married filing separate filers with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

Beginning in 2010, you can make a qualified rollover contribution to a Roth IRA regardless of the amount of your modified AGI. Also, half of any income that results from a rollover or conversion to a Roth IRA from another retirement plan in 2010 is included in income in 2011, and the other half in 2012, unless you elect to include all of it in 2010.

Special Charitable Contributions for Certain IRA Owners – This provision, now available through the end of 2011, offers older owners of individual retirement accounts (IRAs) a different way to give to charity. An IRA owner age 70½ or over can directly transfer, tax-free, up to \$100,000 per year to eligible charities. Known as a qualified charitable distribution (QCD), this option is available for distributions from IRAs, regardless of whether the owners itemize their deductions. Distributions from employer-sponsored retirement plans, including SIMPLE IRAs and simplified employee pension (SEP) plans, are not eligible to be treated as a qualified charitable distribution. For tax-year 2010 only, IRA owners can choose to treat QCDs made during January 2011 as if they occurred in 2010.

To qualify, the funds must be contributed directly by the IRA trustee to an eligible charity. Amounts so transferred are not taxable and no deduction is available for the transfer.

Not all charities are eligible. For example, donor-advised funds and supporting organizations are not eligible recipients. Remember to check eligibility of the charity before requesting a QCD.

All QCDs from an IRA to eligible charities are counted in determining whether the owner has met the IRA's required minimum distribution. Where individuals have made nondeductible contributions to their traditional IRAs, a special rule treats QCD amounts as coming first from taxable funds, instead of proportionately from taxable and nontaxable funds, as would be the case with regular distributions.

First-time homebuyer credit – First-time homebuyer credit cannot be claimed for a home bought after April 30, 2010. However, you may be able to claim the credit if you entered into a written binding contract before May 1, 2010, to buy the home before July 1, 2010, and actually bought the home before October 1, 2010. Also, certain members of the Armed Forces and certain other taxpayers have additional time to buy a home and take the credit.

Repayment of first-time homebuyer credit – If you claimed the first-time homebuyer credit for a home you bought in 2008, you generally must begin repaying it on your 2010 return. In addition, you generally must repay any credit you claimed for 2008 or 2009 if you sold your home in 2010 or the home stopped being your main home in 2010.

Increase in amount allowed as deduction for start-up expenditures in 2010 – For taxpayers starting an active trade or business, the new law increases the amount the taxpayer is allowed to elect as a deduction for start-up expenditures under section 195(b) for taxable years beginning after December 31, 2009. Section 2031 allows up to \$10,000 as a deduction for start-up expenditures

and provides for a dollar-for-dollar reduction of the \$10,000 deduction if startup expenditures exceed \$60,000. This expense should be claimed as an "Other Expense" on the related Form 1040 Schedules C or F, beginning with the 2010 tax year. The remaining balance of start-up expenditures is deducted ratably over 180 months on Form 4562, Depreciation and Amortization.

Mortgage Insurance Premiums – Mortgage insurance premiums for qualified mortgage insurance on debt to acquire, construct, or improve a first or second residence can potentially be treated as deductible qualified residence interest. Before the 2010 Tax Relief Act, this break was only available for premiums paid through 2010. The Act extends the break for one year, to cover premiums paid through 2011. If your AGI exceeds \$100,000 (\$50,000 if married filing separate) your deduction may be reduced or eliminated.

Nonbusiness Energy Property Credit – This credit remains unchanged from 2009 and equals 30 percent of what a homeowner spends on eligible energy-saving improvements, up to a maximum tax credit of \$1,500 for the 2010 tax year.

Residential Energy Efficient Property Credit – This credit also remains unchanged from 2009 and equals 30 percent of what a homeowner spends on qualifying property such as solar electric systems, solar hot water heaters, geothermal heat pumps, wind turbines, and fuel cell property. Generally, labor costs are included when calculating this credit. Also, no cap exists on the amount of credit available except in the case of fuel cell property, which is \$500 for each one half kilowatt of capacity.

Eligible homeowners can claim both of these credits when they file their 2010 federal income tax return.

Standard mileage rates – For 2010, the standard mileage rate for the cost of operating a car for business use is 50 cents a mile. The rate for the cost of operating a vehicle for medical reasons or as part of a deductible move is 16.5 cents per mile. The rate for using a car to provide services to charitable organizations is set by law and remains at 14 cents a mile.

Deduction for corrosive drywall – You may be able to claim a casualty loss deduction for amounts you paid to repair damage to your home and household appliances that resulted from corrosive drywall. The deduction is limited if you have a pending claim for reimbursement (or intend to pursue reimbursement) through property insurance, litigation, or other means.

Personal Casualty & Theft Loss – The loss is limited to the excess of the loss over \$100 instead of \$500 in 2009. The 10% of AGI limit still applies.

Foreign Earned Income Exclusion – For tax year 2010, the maximum foreign earned income exclusion amount is \$91,500. This amount is up \$100 from tax year 2009.

The Alternative Minimum Tax (AMT) Exemption – AMT exemptions have been temporarily increased for the years 2010 and 2011 (but not for 2012). Exemption amounts help prevent some middle income earners from being subject to the AMT, and helps keep any AMT adjustments less than they otherwise might have been.

For tax year 2010, the alternative minimum tax exemption increases to the following levels:

■ \$72,450 for a married couple filing a joint return and qualifying widows and widowers, up from \$70,950 in 2009.

■ \$36,225 for a married person filing separately, up from \$35,475.

■ \$47,450 for singles and heads of household, up from \$46,700.

The act further helps individual taxpayers facing potential AMT by allowing

individuals to offset their regular and AMT liability with nonrefundable personal tax credits for taxable years beginning in 2010 and 2011.

Uniform Definition of a Qualifying Child – To be claimed as a qualifying child, the person must meet four criteria:

■ Relationship – the person must be your child, step child, adopted child, foster child, brother or sister, or a descendant of one of these (for example, a grandchild or nephew).

■ Residence – for more than half the year, the person must have the same residence as you do.

■ Age – the person must be under age 19 at the end of the year, or under age 24 and be a full-time student for at least five months out of the year, or any age and totally and permanently disabled.

■ Support – the person did not provide more than half of his or her own support during the year.

Consumer Alert – The IRS warns taxpayers to be on the alert for e-mails and phone calls they may receive which claim to come from the IRS or other federal agency and which mention their tax refund or economic stimulus payment.

These are almost certainly a scam whose purpose is to obtain personal and financial information — such as name, Social Security number, bank account and credit card or even PIN numbers — from taxpayers which can be used by the scammers to commit identity theft. The e-mails and calls usually state that the IRS needs the information to process a refund or stimulus payment or deposit it into the taxpayer's bank account. The e-mails often contain links or attachments to what appears to be the IRS Web site or an IRS "refund application form." However genuine in appearance, these phonies are designed to elicit the information the scammers are looking for.

The IRS does not send taxpayers e-mails about their tax accounts. Also, the IRS does not request detailed personal information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts. If you receive an unsolicited email claiming to be from the IRS, forward the message to: phishing@irs.gov. You may also report misuse of the IRS name, logo, forms or other IRS property to the Treasury Inspector General for Tax Administration toll-free at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at: spam@uce.gov or contact them at www.ftc.gov/idtheft or 1-877-IDTHEFT (1-877-438-4338). Visit IRS.gov and enter "identity theft" in the search box to learn more about identity theft and how to reduce your risk.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter. If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, etc., contact the IRS Identity Protection Specialized Unit at 1-800-908-4490 or submit Form 14039. For more information, see Publication 4535, Identity Theft Prevention and Victim Assistance. Victims of identity theft who are experiencing economic harm or a systemic problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the National Taxpayer Advocate helpline toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

Dispatchers' Report for Deep Sea

December 16, 2010 - January 15, 2011

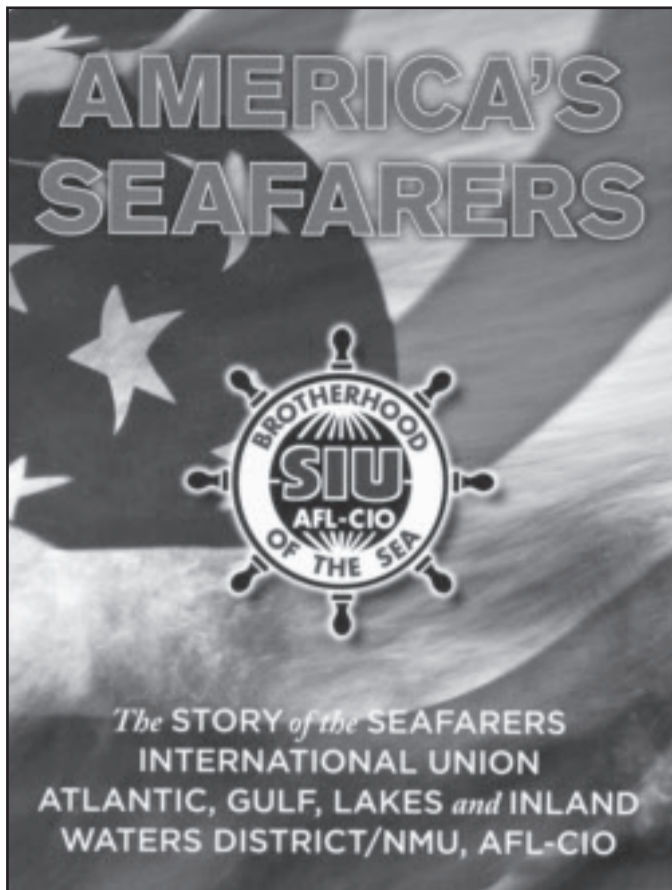
Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	7	7	1	3	2	0	2	26	16	3
Anchorage	0	1	1	0	1	0	0	1	3	1
Baltimore	6	10	1	5	4	0	2	6	13	3
Fort Lauderdale	24	16	1	10	6	1	11	37	27	5
Guam	5	5	2	1	3	0	0	7	7	1
Honolulu	9	5	0	11	3	2	3	21	10	2
Houston	53	21	1	30	21	1	27	91	27	4
Jacksonville	24	26	1	25	11	0	9	52	45	2
Joliet	1	1	1	0	0	0	0	5	7	2
Mobile	11	8	0	12	4	0	8	23	13	3
New Orleans	10	3	0	14	5	0	10	26	11	4
New York	36	18	3	32	13	4	22	89	35	6
Norfolk	13	18	9	10	17	3	5	26	37	14
Oakland	22	6	2	22	8	1	12	36	18	3
Philadelphia	12	9	2	2	5	0	2	12	9	2
Piney Point	0	3	11	0	2	10	1	3	4	1
Puerto Rico	7	10	2	5	5	0	7	15	13	6
Seattle	33	17	1	25	12	1	13	56	34	4
St. Louis	4	0	0	3	1	0	0	8	5	0
Wilmington	24	23	2	23	13	1	21	67	43	7
TOTALS	301	207	41	233	136	24	155	607	377	73

Engine Department										
Algonac	3	5	2	0	1	0	0	6	7	2
Anchorage	0	0	1	0	0	0	0	0	1	1
Baltimore	1	4	0	0	1	0	1	6	4	0
Fort Lauderdale	9	11	0	8	1	0	2	21	12	0
Guam	0	1	0	1	0	0	0	2	2	0
Honolulu	4	6	0	7	1	0	0	15	9	0
Houston	11	10	1	10	8	2	5	29	20	1
Jacksonville	17	21	2	14	11	0	13	38	33	2
Joliet	1	0	0	1	1	0	0	1	1	1
Mobile	10	5	0	4	2	0	2	14	7	0
New Orleans	10	3	1	4	4	1	3	10	3	1
New York	16	14	2	9	9	0	6	35	21	8
Norfolk	8	16	0	4	12	0	2	23	26	0
Oakland	3	6	0	3	1	3	4	15	18	1
Philadelphia	4	4	0	4	3	0	2	6	2	0
Piney Point	0	2	0	2	0	0	0	2	3	0
Puerto Rico	4	2	0	1	4	0	0	5	15	0
Seattle	13	6	0	7	9	0	6	25	14	0
St. Louis	1	2	0	0	1	0	0	1	3	1
Wilmington	10	11	1	9	7	2	3	17	24	3
TOTALS	125	129	10	88	76	8	49	271	225	21

Steward Department										
Algonac	2	3	1	0	0	0	0	3	4	1
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	3	1	0	1	0	0	0	3	1	0
Fort Lauderdale	11	3	1	10	5	0	6	11	5	1
Guam	2	2	1	1	0	0	0	6	2	2
Honolulu	14	1	1	9	2	0	2	17	4	3
Houston	18	6	1	10	2	1	4	26	10	0
Jacksonville	14	5	1	13	3	1	9	33	9	0
Joliet	1	2	1	0	0	1	0	1	3	1
Mobile	2	6	0	4	2	0	3	8	3	0
New Orleans	5	2	0	5	1	0	3	13	4	1
New York	16	7	0	14	6	0	6	34	9	0
Norfolk	11	8	1	11	12	0	8	20	17	2
Oakland	29	4	1	20	3	0	17	34	6	1
Philadelphia	5	2	1	2	0	0	0	7	2	1
Piney Point	2	0	0	1	0	0	0	6	2	0
Puerto Rico	1	0	0	1	0	0	0	4	1	1
Seattle	15	4	0	17	3	0	5	23	6	0
St. Louis	1	1	0	0	3	0	1	3	1	0
Wilmington	24	4	0	16	3	0	8	50	2	1
TOTALS	176	62	10	135	45	3	72	302	92	15

Entry Department										
Algonac	3	5	11	1	0	3	1	3	16	14
Anchorage	0	1	0	0	0	0	0	0	1	1
Baltimore	0	8	0	0	2	3	1	0	9	4
Fort Lauderdale	0	7	3	0	5	2	2	0	14	8
Guam	0	1	1	0	0	0	0	0	1	1
Honolulu	1	7	1	1	3	2	0	3	10	6
Houston	5	15	1	2	11	2	2	9	22	4
Jacksonville	1	20	10	2	6	6	1	2	35	18
Joliet	0	1	1	0	0	1	0	1	2	0
Mobile	0	4	0	0	2	2	1	2	9	1
New Orleans	0	0	2	1	3	0	0	2	8	8
New York	9	31	7	6	13	5	3	15	63	21
Norfolk	0	18	22	0	9	10	4	0	32	50
Oakland	7	10	4	1	7	1	1	12	21	6
Philadelphia	0	4	4	0	1	1	1	0	2	6
Piney Point	0	7	39	0	7	34	1	0	2	7
Puerto Rico	1	1	0	0	0	0	0	2	3	0
Seattle	8	11	2	4	11	0	1	9	17	8
St. Louis	0	1	0	0	0	0	0	0	2	0
Wilmington	3	18	6	1	10	1	6	13	29	27
TOTALS	38	170	114	19	90	73	25	73	298	190

GRAND TOTAL: 640 568 175 475 347 108 301 1,253 992 299



New Hardback Covers Union's Storied History

A new hardback that covers the history of the Seafarers International Union now is available online and at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.

As reported in previous editions of the *Seafarers LOG*, the book—a 271-pager—is titled “America’s Seafarers.” The work may be ordered through the slop chest at www.seafarers.org or by going directly to www.siustore.com. Priced at \$14.99, copies of the hardback also are being sold at the Paul Hall Center’s Sea Chest store.

Those who want to purchase a copy of the book but do not have internet access may call (703) 788-2528.

Additional information about “America’s Seafarers” is available on the SIU web site, www.seafarers.org

Personal

Curley B. Fletcher originally from Detroit, Mich. please contact Brenda L. Childs at (908) 966-7654.

March & April Membership Meetings

Piney Point.....	Monday: March 7, April 4
Algonac.....	Friday: March 11, April 8
Baltimore.....	Thursday: March 10, April 7
Guam.....	Thursday: March 24, April 21
Honolulu.....	Friday: March 18, April 15
Houston.....	Monday: March 14, April 11
Jacksonville.....	Thursday: March 10, April 7
Joliet.....	Thursday: March 17, April 14
Mobile.....	Wednesday: March 16, April 13
New Orleans.....	Tuesday: March 15, April 12
New York.....	Tuesday: March 8, April 5
Norfolk.....	Thursday: March 10, April 7
Oakland.....	Thursday: March 17, April 14
Philadelphia.....	Wednesday: March 9, April 6
Port Everglades.....	Thursday: March 17, April 14
San Juan.....	Thursday: March 10, April 7
St. Louis.....	Friday: March 18, April 15
Tacoma.....	Friday: March 25, April 22
Wilmington.....	Monday: March 21, April 18

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

Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,
Vice President Government Services

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

635 Fourth Ave., Brooklyn, NY 11232
(718) 499-6600
Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question, asked to SIU members at the Tacoma, Wash., hall, is: What makes a good job, "good"?

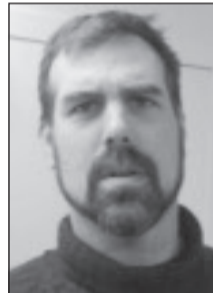
Jess Cooper Electrician

I've been on ships like the *Pacific Tracker* and the *USNS Waters* that involve missile tracking and undersea (military) operations. Both those ships are directly involved in homeland security and keeping Momma and Sis safe at home. It's nice to know that your career has significance.



Chris Pompel Recertified Bosun

The best-paying jobs aren't necessarily the best jobs. If you're on a ship that's making a good run, you're going to good



ports, and you're having fun, that's often enough to make up for less pay. Some of my favorite ships haven't been the best paying. You can put up with almost anything as long as you're having fun. A ship where people get along and how people treat each other is still the most important part. It also depends on the run, too. I have a family and I like to be able to be at home as much as possible.

Vern Poulsen Recertified Bosun

Good sailors. You need good people to make a good ship. I've been in the business since 1949 and I've learned that if you've got a good crew with well-trained people, you don't need much else. When I first started, we didn't have schools. Today, luckily, we have the school in Piney Point and they send out really good people. I still thank the school for the great people we've got. Without that



school and the training, I don't think we'd be where we are today.

John O. Glenn Recertified Bosun

To me, I'd look to my family first. I've been going to sea for 40 years, and I've been able to choose jobs that keep me close to my family. I'll give that overseas run to the younger guys now. When I was younger, I was looking forward to seeing the world while getting paid. The run I'm on now keeps me close to my family, the weather is nice, and the ship is clean. I'm looking to take these shorter runs to keep me close to my family. When you start getting older and have kids and grandkids, being close to home is really important. That's how I look at it now.



the ship and partial to the crew. The cohesion of the crew is really important. When you get along with people, it makes life great. I've made friends with a lot of people on ships and that makes sailing altogether. Unfortunately you don't get to see these guys very often, but it's really great to work with people you like and get along with. Also, the amount of time you spend at sea is important to me. I've taken lower-paying jobs because I can get a lot of sea time on them. I'm trying to accumulate sea time as much as possible because I'm trying to upgrade.



Cameron Newberry OMU

Often, it comes down to whether or not I'm partial to

Pic-From-The-Past



Pensioner Horace Rains (back row, second from right) submitted this photo from a 1952 voyage aboard an SIU-crewed Liberty ship. He is pictured with fellow mariners while the vessel was in Korea, delivering a load of coal from Japan. Brother Rains joined the SIU in 1945. He completed bosun recertification at the union-affiliated school in Piney Point, Md., in 1974 – the second year the course was offered.

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

PABLO ALVAREZ

Brother Pablo Alvarez, 62, became a Seafarer in 1989. His first ship was the *Independence*; his last, the *Harriette*. Brother Alvarez worked in the steward department. He often took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. Brother Alvarez lives in Pasadena, Fla.



CLARENCE BYNES JR.

Brother Clarence Bynes Jr., 55, started his SIU career in 2001 during the SIU/NMU merger. The deck department member most recently sailed on the *Galena Bay*. Brother Bynes calls Quincy, Fla., home.



ALBERT CAULDER

Brother Albert Caulder, 62, joined the union in 1968. He initially sailed aboard the *North Western Victory*. Brother Caulder shipped in the deck department. He upgraded on numerous occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Caulder's final ship was the *Delaware Trader*. He resides in Yulee, Fla.

JOHN CYPRIAN

Brother John Cyprian, 65, began sailing with the NMU in 1993. He sailed in the engine department. Brother Cyprian last shipped on the *Seabulk Arctic*. He attended classes at the Piney Point school in 2001. Brother Cyprian is a resident of Seattle.



ROBERT MILICI

Brother Robert Milici, 65, signed on with the Seafarers in 1968. He originally worked aboard the *Beaugard*. In 2001, Brother Milici upgraded his skills at the union-affiliated school in Piney Point, Md.



His final voyage was on the *Sgt. William R. Button*. Brother Milici makes his home in Ft. Lauderdale, Fla.

JOHN ORR

Brother John Orr, 60, donned the SIU colors in 1978 while in Baltimore. His earliest trip was with Orgulf Transport Company. Brother Orr sailed in the engine department. He was a frequent upgrader at the Paul Hall Center. Brother Orr's most recent trip was aboard the *Lt. John U D Page*. He lives in Gulf Breeze, Fla.



JOSE RADONA

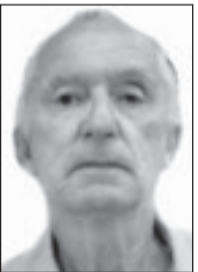
Brother Jose Radona, 71, was born in Manila. He started shipping with the union in 1999. Brother Radona's first voyage was on the *Independence*. He last sailed on the *1st Lt. Jack Lummus*. Brother Radona, who sailed in the



deck department, enhanced his seafaring abilities in 2002 at the Piney Point school. He settled in Ewa Beach, Hawaii.

DARRELL SUTTON

Brother Darrell Sutton, 69, joined the SIU ranks in 2001. He was initially employed aboard the *Seabulk Energy*. Brother Sutton was born in Oklahoma City. The deck department member's most recent trip was on the *Cape Vincent*. Brother Sutton upgraded on two occasions at the maritime training center in Piney Point, Md. He now calls Miami home.



OLSON THORNE

Brother Olson Thorne, 68, began sailing with the NMU in 1978. He was born in the West Indies and worked in the engine department. Brother Thorne attended classes often at the Paul Hall Center. He most recently shipped on the *Maersk*



Wisconsin. Brother Thorne resides in Brooklyn, N.Y.

GEORGE TIDWELL

Brother George Tidwell, 71, became an SIU member in 1968. His first ship was the *Steel Executive*; his last was the *Horizon Pacific*. Brother Tidwell is a Mississippi native. He sailed in the engine department. In 2001, Brother Tidwell took advantage of educational opportunities available at the Seafarers-affiliated school. He is a resident of Honolulu.



JEROME WILLIAMS

Brother Jerome Williams, 68, started his SIU career in 1978. His earliest trip was aboard the *African Neptune*. Brother Williams worked in the deck department. His final voyage was on the *Yorktown Express*. Brother Williams makes his home in Chicago.

INLAND

NEIL JOHNSON

Brother Neil Johnson, 63, signed on with the union in 1993. He

primarily sailed with Allied Transportation Company. Brother Williams visited the Piney Point school in 2002 and 2003 to enhance his seafaring abilities. He lives in Virginia Beach, Va.



HOWARD MCMAHON

Brother Howard McMahon, 62, joined the SIU in 1994 while in the port of New Orleans. He worked on vessels operated by Westbank Riverboat Services for the duration of his career. Brother McMahon, who sailed in both the deck and engine departments, settled in Gretna, La.



NATIONAL MARITIME UNION

WILLIAM AUSTIN

Brother William Austin, 65, became an NMU member in

1971. Brother Austin was born in Chelsea, Mass. His last trip to sea was in 1990 aboard the *Woods Hole*. Brother Austin calls Kill Devil Hills, N.C., home.



ARTHUR HOPSON

Brother Arthur Hopson, 65, is a native of Dixons Mills, Ala. His final voyage with the NMU was in 1978. Brother Hopson continues to live in Alabama.



This Month In SIU History

Reprinted from previous editions of the Seafarers LOG

1942

Early in the morning on February 26, the SIU-contracted freighter *S.S. Cassimir* was rammed by the *S.S. Lara* off the coast of North Carolina and sank rapidly, taking with her six SIU members and the chief mate. This same week the *S.S. Raritan* struck a shoal at Frying Pan Shoals about 1 a.m. Fortunately the entire crew was picked up by a U.S. Coast Guard vessel and landed at Oak Island, then given transportation back to New York. During this same week, the *S.S. Marore* was attacked about midnight by three German submarines. Even though she was torpedoed and hit by over 100 shells, the entire crew escaped in lifeboats. One of the boats rigged a sail and made port at Cape Hatteras. The other two boats, containing 25 men, were spotted by a Navy plane which directed a ship to their rescue.

1948

Another victory for the Seafarers International Union, Atlantic and Gulf District, was chalked up today when five steamship companies agreed to the union's wage increase demand. The pay hikes ranged from \$10.52 per month for ordinary seamen, messmen, and utility-men, to \$32.27 for bosuns. Other ratings also received boosts, and the percentage increases ran from 6.3 to 14.2 percent. The overtime rate was also revised upward, and now stands between \$1.12 and \$1.41 per hour. It was pointed out that while these new pay scales were effective immediately for those five companies who signed, they will be present-

ed to all companies contracted to the SIU immediately upon member action on this agreement. The new increases gave Seafarers the highest pay in the history of the maritime industry.

1955

The membership of the Seafarers International Union, Atlantic and Gulf District, ratified a newly negotiated contract clause establishing a seniority hiring provision with contracted companies. The new hiring system involves three classes of seniority. Men sailing before Dec. 31, 1950 got "A" ratings; Men sailing regularly since Jan. 1, 1951 were rated Class "B" and men who had no time aboard SIU ships before Jan. 1, 1955 or who had not shipped regularly during the periods to cover classes A and B receive a "C" rating. In the future, seamen with "A" rating will receive preference over the other two categories for job calls and the "B" rated seamen will receive preference over "C" men.

1962

A Senate Commerce Committee staff investigation has been scheduled to investigate charges by the SIU and the MEBA concerning the manipulation of charters on foreign aid cargoes. In calling for the investigation, the two unions charged that loose and slipshod procedures by cargo brokers were defeating the intent of legislation requiring that 50 percent of all aid cargoes be carried aboard American-flagged ships. The result is that American ship operators are being robbed of cargoes from the federal government and thousands of American seamen are being deprived of jobs.

Final Departures



DEEP SEA

WATT BLOODWORTH

Pensioner Watt Bloodworth, 73, passed away Sept. 16. Brother Bloodworth signed on with the union in 1962.

His earliest trip was aboard the *Alice Brown*. Brother Bloodworth worked in the engine department. He was most recently employed on the *Overseas Arctic*. Brother Bloodworth retired in 1998 and lived in St. Rose, La.



LONNIE DOOLEY

Pensioner Lonnie Dooley, 86, died Sept. 28. Brother Dooley, a member of the engine department,

began sailing with the SIU in 1956 while in New York. His first trip was on the *Del Alba*. Before retiring in 1990, Brother Dooley sailed aboard the *Robert E. Lee*. He resided in Greer, S.C.



STEVEN FULFORD

Pensioner Steven Fulford, 85, passed away Sept. 11. Brother Fulford joined the union 1944. He initially

worked with ISCO Inc. aboard the *Steel Voyager*. The deck department member's last trip was on the *Challenger*.

Brother Fulford became a pensioner in 1990 and called Alabama home.



ROBERT FULK

Pensioner Robert Fulk, 76, died Oct. 7. Brother Fulk was born in Sullivan, Ind. He started sailing with the

Seafarers in 1971. Brother Fulk was a member of the deck department. His first ship was operated by G&H Towing.

Brother Fulk's last voyage was aboard the *Overseas Vivian*. He was a resident of Neches, Texas, and went on pension in 1999.



CARLOS GARCIA

Pensioner Carlos Garcia, 83, passed away Oct. 17. Brother Garcia began his seafaring career in 1964. He originally sailed in

the deck department of a Seatrain Lines vessel. Brother Garcia was a Brooklyn, N.Y., native. His final voyage took place on the *Expedition*. Brother Garcia started collecting his retirement compensation in 1992. He made his home in Orlando, Fla.



JOSEPH MCDOUGALL

Pensioner Joseph McDougall, 89, died Oct. 26. Brother McDougall became an SIU member in 1951

while in the port of Houston. He first shipped on the *J.B. Water*. Brother McDougall was born in Philadelphia and worked in the deck department. His last trip was aboard the *Independence*.

Brother McDougall lived in Conway, Ark. He retired in 1992.



VAGN "TEDDY" NIELSEN

Pensioner Vagn "Teddy" Nielsen, 76, passed away Oct. 5. Brother Nielsen, a native of Denmark, started sailing with the SIU in 1963. He initially worked in the deck department of the *Mount Vernon Victory*.

Brother Nielsen's final voyage took place aboard the *ITB Philadelphia*. He went on pension in 2000 and called Brooklyn, N.Y., home.



FRED OTTO SR.

Pensioner Fred Otto Sr., 74, died Oct. 17. Brother Otto joined the union in 1952. He was born in

Galveston, Texas, and shipped in the steward department. Brother Otto originally sailed with Eagle Carriers Inc. Prior to his retirement in 1998, he worked on the *Astrachem*. Brother Otto continued to reside in the state of Texas.



WILLIAM PRICE

Pensioner William Price, 84, passed away Sept. 25. Brother Price was born in North Carolina. He signed on with the Seafarers in 1951 while in New York. Brother Price's earliest trip was on a Victory Carriers Inc. vessel. He sailed in the engine department

and was last employed with Empire Transport Company. Brother Price retired in 1982 and settled in Virginia.



MURPHY SINGLETARY

Pensioner Murphy Singletary, 79, died Oct. 17. Brother Singletary began sailing with the SIU in

1963. He first worked aboard a Seatrain Lines vessel. The deck department member's last trip was on the *Sam Houston*.

Brother Singletary was a native of Pearl River, La., and called Talisheek, La., home. He became a pensioner in 1996.



TROY SMITH

Pensioner Troy Smith, 82, passed away Aug. 16. Brother Smith joined the union in 1950. He

worked in the engine department. Brother Smith initially sailed with AH Bull Steamship Company. His final ship was the *Crusader*.

Brother Smith started receiving his pension in 1950. He was a resident of Vallejo, Calif.



CHARLIE STANFORD

Pensioner Charlie Stanford, 77, died Sept. 29. Brother Stanford started his seafaring career in

1971 while in New York. His first vessel was the *Overseas Alaska*. The Mississippi-born mariner worked in the steward department.

Brother Stanford's most recent trip was with OMI Champion Transport. He went on pension in 1988 and made his home in New Orleans.



GUMERSINDO TRIGUERO

Pensioner Gumersindo Triguero, 86, passed away July 20. Brother Triguero first donned the SIU colors in 1967. His first ship was the *Carroll Victory*; his last, the *Expedition*. Brother Triguero was a member of the steward department. He was born in Brooklyn, N.Y. Brother Triguero began collecting his retirement compensation in 1988. He was a resident of Wisconsin.

OTHO WARE

Pensioner Otho Ware, 84, died Oct. 4. Brother Ware was born in Greenville, Miss. He originally

worked in the deck department aboard a Delta Steamship Line vessel. Before retiring in 1983, Brother Ware last sailed on the *Leo*. He lived in Shepherd, Texas.



THEODORE WIATROWSKI

Pensioner Theodore Wiatrowski, 92, passed away Aug. 8. Brother Wiatrowski joined the Seafarers in

1953 while in the port of New York. His earliest voyage was aboard the *Del Aires*. Brother Wiatrowski, who sailed in the engine department,

was a Brooklyn native. His final trip was on the *Leader*. Brother Wiatrowski retired in 1984 and called El Sobrante, Calif., home.



GREAT LAKES

WALTER DURECKI

Pensioner Walter Durecki, 80, died Oct. 2. Brother Durecki became an SIU member in 1960. He was born in Rogers City, Mich. Brother Durecki primarily sailed with American Steamship Company as a member of the engine department. He went on pension in 1991 and continued to make his home in Michigan.

JEROLD SAXON

Pensioner Jerold Saxon, 68, passed away Oct. 22. Brother Saxon began sailing with the union in 1964 from the port of Ft.

Lauderdale, Fla. He was initially employed with Roen Steamship Company. Brother Saxon, who sailed in the deck department, was a native of Michigan. He most recently sailed aboard the *JAW Iglehart*. Brother Saxon started receiving his pension in 2002 and settled in Niceville, Fla.



NATIONAL MARITIME UNION

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

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

FRED CULPEPPER

Pensioner Fred Culpepper, 80, passed away Oct. 9. Brother Culpepper was born in Alabama. He retired in 1995 and continued to reside in his native state.

ALBERT ELMORE

Pensioner Albert Elmore, 86, died Oct. 23. Brother Elmore, a native of Cold Springs, Texas, became a pensioner in 1994. He called Houston home.

ROBERT JOHNSON

Pensioner Robert Johnson, 83, passed away Oct. 16. Brother Johnson was born in Halifax, N.C. He went on pension in 1984. Brother Johnson settled in Port Arthur, Texas.

CYRIL JOHNSON

Pensioner Cyril Johnson, 66, died Oct. 15. The Louisiana-born mariner became a pensioner in 1999. Brother Johnson was a resident of New Orleans.

AMOS LETROISE

Pensioner Amos Letroise, 85, passed away Oct. 3. Brother Letroise was a native of Louisiana. He started collecting his retirement compensation in 1986. Brother Letroise lived in San Francisco.

FRANCISCO LIMARDO

Pensioner Francisco Limardo, 82, died October 18. Brother Limardo was born in Puerto Rico. He went on pension in 1968 and called New York home.

JACK LOBO

Pensioner Jack Lobo, 66, passed away Oct. 22. Brother Lobo was a native of Cape Verde. He retired in 2004. Brother Lobo made his home in Rhode Island.

BETTY SALZFASS

Pensioner Betty Salzfass, 91, died Oct. 5. Sister Salzfass was born in Brooklyn, N.Y. She became a pensioner in 1990. Sister Salzfass settled in Pompano Beach, Fla.

BERTHA WILLIAMS

Pensioner Bertha Williams, 80, passed away Oct. 11. Sister Williams was a North Carolina native. She started collecting her retirement compensation in 1995. Sister Williams lived in Hampton, Va.



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.

ALLIANCE NORFOLK (Maersk Line, Limited), November 28 – Chairman **Thomas W. Grosskurth**, Secretary **Larry Ewing**, Educational Director **David Vega**, Deck Delegate **Eduardo Ramos**, Steward Delegate **Anthony Harrell**. Chairman went over ship's itinerary and stated pay-off to take place in Jacksonville, Fla., on December 4. He thanked crew for a smooth, safe trip and reminded them of the benefits of keeping all necessary seafaring documents up-to-date. Secretary expressed gratitude for crew helping keep ship clean. Educational director encouraged mariners to upgrade whenever possible to improve skills and better their chances of moving up. Treasurer reported \$2,200 in ship's fund. No beefs or disputed OT reported. Steward department was thanked for an excellent Thanksgiving dinner. Next port: Jacksonville, Fla.

GLOBAL SENTINEL (Transoceanic Cable Ship), November 3 – Chairman **Joseph J. Olson**, Secretary **Shawn R. Fujiwara**, Educational Director **Lothar Wick**, Deck Delegate **Justice A. Kuofie**, Steward Delegate **Robert J. Haggerty**. Chairman advised crew members taking medication to have enough to last 60-90 days and reminded them to keep lounges clean. He stressed the importance of not downloading anything onto the ship's public computers. The company has a strict internet usage policy and will revoke access if downloading from restricted sites. Members were asked not to leave clothes unattended in the laundry room. Secretary asked mariners to let ship's committee know if they would like anything purchased for crew usage and it will be run by the captain. Suggestions for slop chest should be given to chief steward. With flu season at hand, members were reminded to wash their hands and use sanitization stations available throughout vessel. Educational director encouraged mariners to attend classes at the Piney Point school to enhance seafaring abilities. He also recommended that they keep all documents current, make copies of the documents and keep them in a safe place. Treasurer stated \$4,000 in ship's fund. No beefs or disputed OT reported. It was reported that all new crew members are required to take a pre-employment physical. Older VHS tapes will be transferred to DVD as time allows. Motion was made to increase base pay as well as vacation and dental benefits. Suggestions were made to get new movies, books and magazine subscriptions for crew members. *Sentinel* crew donated money to local, low-income military families. Next port: Portland, Ore.

HONOR (Crowley), November 3 – Chairman **Billy G. Hill**, Secretary **Clarence Oree**, Deck Delegate **Allen C. Davis**, Engine Delegate **Oliver Celestial**, Steward Delegate **Norma West**. Chairman announced payoff at sea on November 5 and thanked all crew members for a safe and productive Middle East trip. Secretary urged mariners to read the *Seafarers LOG* to keep up with SIU news and upgrading classes. \$2,300 reported in ship's fund. No beefs or disputed OT reported. A vote of thanks was given to the steward department. Next ports: Jacksonville, Fla., and Galveston, Texas.

HORIZON TRADER (Horizon Lines), November 19 – Chairman **Isaac Vega Mercado**, Secretary **Gerald B. Kirtsey**, Educational

Remembering Brother Nielsen



On Dec. 20, mariners aboard the *Horizon Trader* memorialized Recertified Bosun Vagn "Teddy" Nielsen by committing his ashes to the sea at Lat. 18 51 North Long. 066 27 West – an area described by vessel Master F. John Nicoll as "Teddy's Caribbean." Brother Nielsen joined the SIU in the early 1960s and last sailed in 1999. He passed away last October, a few weeks shy of his 77th birthday. In photo at right, Captain Nicoll (left) is joined by Recertified Bosun Antonio Mercado and Chief Engineer J. Lew Myers as the ashes are released over the vessel's port quarter. The group photo includes the captain, Seafarers Mercado, Armando Garayua, Emilio Abreu, Oheneba Francis Ackon, Harold Gierbolini, Kevin Dougherty, Jose Norales, Samir Elbague and Jose Martinez, officers J.L. Myers, Mike Collinsworth and Ed Weissmeyer and Engine Cadet M. Manolo. (Thanks to Chief Mate James Kitterman for taking the photos.)



Director **Samir S. Elbague**, Steward Delegate **Richard Jones**. Bosun reported payoff to take place upon arrival in Jacksonville, Fla., on November 19. He reminded crew that safety vests are required in all APM ports and Jacksonville requires two forms of ID, one being the TWIC card. 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. No beefs or disputed OT reported. Request was made to increase health and pension benefits. Crew would like the option to have direct deposit of vacation checks. Next ports: Jacksonville, Fla. and San Juan, P.R.

LIBERTY (Crowley), November 7 – Chairman **Darryl G. Smith**, Educational Director **Robert L. Puckett**, Deck Delegate **Dana D. Brooks**, Engine Delegate **Angel Cintron**, Steward Delegate **Ronald Byrd**. Chairman announced payoff at sea on November 11 and asked those departing vessel to leave rooms clean for the next mariner. He also urged members to contribute to SPAD (Seafarers Political Activity Donation). Educational director reminded mariners to take every opportunity to upgrade their skills at the Paul Hall Center. No beefs or disputed OT reported. Motion was made to increase base wages in the next contract. Crew thanked steward department for great meals. Next ports: Port Arthur, Texas and Beaumont, Texas.

LIBERTY SUN (Liberty Maritime), November 7 – Chairman **Ahmed A. Mihakel**, Secretary **Louins**

Johnson, Educational Director **David W. Bodah**, Deck Delegate **Floyd Patterson**, Engine Delegate **Wayne Watts**, Steward Delegate **Eduardo Elemento**. Chairman stated payoff to take place on November 9 in Corpus Christi, Texas. He urged members to keep credentials in good order and support SPAD. He also thanked Recertified Steward **Louins Johnson** for excellent meals. Secretary reminded crew to make sure beneficiary cards are updated. He asked those departing vessel to leave rooms clean and supplied with fresh linen. Educational director encouraged crew to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Recommendation was made to increase wages during next contract. Next port: Corpus Christi, Texas.

OVERSEAS LONG BEACH (OSG Ship Management), November 21 – Chairman **Samuel L. Porchea**, Secretary **Cynthia L. Caster**, Educational Director **Ronald H. Westerfield**, Deck Delegate **Michael E. Bell**, Engine Delegate **Anastacio Q. Dawa**, Steward Delegate **Brandy Clemens**. Chairman went over ship's itinerary. He also held a discussion on how to renew your tankerman endorsement and MMC; a printout was passed around for members to read or copy. Secretary reported an open-door policy pertaining to the linen locker/sundries locker and asked mariners to put dirty linen in the bag on the inside of the door and take the clean linen off the shelves. She reminded crew to see her when they need soap and/or cleaning supplies.

Educational director urged members to enhance their skills at Piney Point, which can lead to better opportunities and advancement. He also encouraged crew to renew documents early. No beefs or disputed OT reported. Bosun expressed his gratitude to steward department for doing great work and being so kind. Steward thanked bosun and deck department for painting and making new shelves in the linen locker. Request was made for steward to order more blankets, pillows and comforters that will fit the bunks better. Next ports: Richmond, Calif., Martinez, Calif., Cherry Point, Wash. and Long Beach, Calif.

OVERSEAS LUXMAR (OSG Ship Management), November 7 – Chairman **Jesse Natividad Jr.**, Secretary **Nancy S. Heyden**, Educational Director **Kevin E. Hall**, Engine Delegate **Donnetta McLee**, Steward Delegate **Wardell Paze**. Chairman reported a smooth voyage. He suggested that Seafarers not have any extra conversations when going through security gates in the U.S. Deck department will continue doing tank washing. Secretary thanked crew for helping keep the mess hall clean. She informed them that water fountain had been fixed and asked that they not pour other liquids down the water fountain drain. Educational director reiterated the need to renew STCW documentation every five years. It was reported that some officers will not sign training record books for training that was received aboard vessel. If this continues to be a problem, members were advised to ask captain or chief mate to write a letter listing training that was received;

members are then to take the letter to Piney Point where they will update their TRB. No beefs or disputed OT reported. Motion was passed concerning employment status and contract stipulation. Vote of thanks given to SREC **Nancy Heyden** for good breakfasts, breads and desserts. Crew also expressed gratitude to SA **Sarrod Doqnia** for keeping mess hall clean and well-stocked. AB **Curtis Torres** was thanked for buying gym equipment. Next port: Houston.

USNS LAWRENCE GIANELLA (Ocean Ships), November 23 – Chairman **Bernardino R. Eda**, Secretary **Steve E. Parker**, Educational Director **Moises Johnson**, Deck Delegate **Nicholas J. Kempker**, Engine Delegate **Ruben Haynes**. Bosun stressed importance of union meetings and updating address with the union to receive notices and *Seafarers LOGs*. He reminded crew members to stay inside launch boat after dark. Crew expressed pleasure with the improvement to vacation benefits in the new contract. Secretary noted he was impressed with the cleanliness of the ship both inside and out. Members were informed that food costs are rising however the budget is staying the same. Deck department was thanked for fresh fish which helped offset some cost and was also a welcome treat. Educational director encouraged fellow mariners to keep going to Piney Point to upgrade skills. No beefs or disputed OT reported. Crew members discussed importance of rotary shipping. A round of applause was given to the steward department. Next port: Diego Garcia.

SHBP Offers Scholarships to Seafarers, Family Members

Help is on the horizon for qualified Seafarers and dependents that want to advance their education but are having difficulties plotting a course through the financial landscape associated with it.

Dubbed the Seafarers Health and Benefits Plan (SHBP) 2011 Scholarship Program, the aid totals \$132,000 and takes the form of eight scholarships which are being offered to help qualified applicants neutralize the financial challenges associated with college and vocational studies. Three of the endowments—one of which totals \$20,000 and two for \$6,000 each—will be awarded to Seafarers. The \$20,000 scholarship for mariners is intended to help defray the costs associated with attending a four-year, college-level course of study. The two \$6,000 awards are designed as two-year grants for study at a post-secondary vocational school or community college. Each of the remaining five scholarships for spouses and dependents is for \$20,000.

In order to contend for these scholarships, interested individuals must complete an application process; now is a great time to commence the course of action.

The first step is to send for the 2011 SHBP Scholarship Program booklet. This package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, simply complete the form which appears below, and return it to the address provided. As an alternative to requesting a scholarship package through the mail, they

also are available at SIU halls.

Upon receipt of the scholarship program booklet, applicants should check the eligibility criteria to determine if they are qualified to participate. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2011.

Items that must be incorporated in the final application package include transcripts and certificates of graduation. Since some institutions respond slowly in handling transcript needs, requests should be made as early as possible. Letters of recommendation – solicited from individuals who know the applicant's character, personality and career goals – also should be included as part of the application package. A high-quality photograph and a certified copy of the applicant's birth certificate are also required and should accompany the package.

A panel of professional educators will act as the scholarship selection committee. They will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than February 2011. Doing so will virtually assure that the results reach the evaluation committee in time for review. Seafarers and dependents who previously applied for the scholarship program and were not selected are encouraged to apply again this year, provided



ed they still meet the eligibility requirements.

Thanks to the SHBP, Seafarers and their dependents do not have to allow rapidly increasing costs to prevent them from realizing their higher education goals. The SHBP Scholarship Program can make the same difference for them that it has for years made for other Seafarers and dependents. In the last seven years alone, the SHBP has awarded \$908,000 in scholarships to 12 Seafarers and 38 dependents.

Please send me the 2011 SHBP Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....

Street Address.....

City, State, Zip Code

Telephone Number ()

This application is for: Self Dependent

Mail this completed form to:

Scholarship Program
Seafarers Health and Benefits Plan
5201 Auth Way
Camp Springs, MD 20746

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. The annual financial committee will be elected during the March 7 headquarters membership meeting to review the 2010 records. 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 con-

tracts 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		
Water Survival	May 16	May 27
AB	February 7 April 4 May 30	March 4 April 28 June 24
STOS	March 21 May 16	April 1 May 27
Fast Rescue Boats	May 2	May 6
Radar Observer Unlimited	April 11	April 22
ARPA	April 25	April 29
Radar Recertification (1 day)	May 10	May 10
GMDSS	February 28 April 18 June 13	March 11 April 29 June 24
ECDIS	February 14 May 2 May 23	February 18 May 6 May 27
Tank Ship Familiarization DL	April 4	April 15
Tank PIC Barge DL	May 16	May 20
Engine Department		
Basic Auxiliary Plant Ops	February 7 April 4 May 30	March 4 April 29 June 24
FOWT	March 7 May 2 June 27	April 1 May 27 July 22
Advanced Container Maintenance	April 11	May 5
Marine Electrician	May 9	July 1
Marine Refrigeration Technician	February 28	April 8

Title of Course	Start Date	Date of Completion
Pumpman	February 21	March 4
Welding	February 7 March 7 April 4 May 9 June 6	February 25 March 25 April 22 May 27 June 24

Safety Upgrading Courses		
Basic and Advanced Fire Fighting	February 7 May 2	February 18 May 13
Medical Care Provider	February 21 May 16	February 25 May 20
BST/Basic Fire Fighting	March 28 May 9	April 1 May 13
Vessel Security Officer	February 22 May 9	February 23 May 10
Government Vessels	February 28 April 4 April 25 June 20	March 4 April 8 April 29 June 24
MSC Readiness Refresher	February 14 March 14 April 11 May 16 June 13	February 18 March 18 April 15 May 20 June 17
MSC Small Arms	February 21 March 21 April 18 May 23 June 20	February 25 March 25 April 22 May 27 June 24

Steward Department		
Chief Steward	April 18	May 26
Recertified Steward	March 14	April 4
Chief Cook	These modules start every other week. The next class is scheduled to begin Feb 7.	
Galley Operations/Advanced Galley Operations	These modules start every Monday.	

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



UPGRADING APPLICATION

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

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

Social Security # _____ Book # _____
 Seniority _____ Department _____
 Home Port _____
 E-mail _____
 Endorsement(s) or License(s) now held _____

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

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 _____

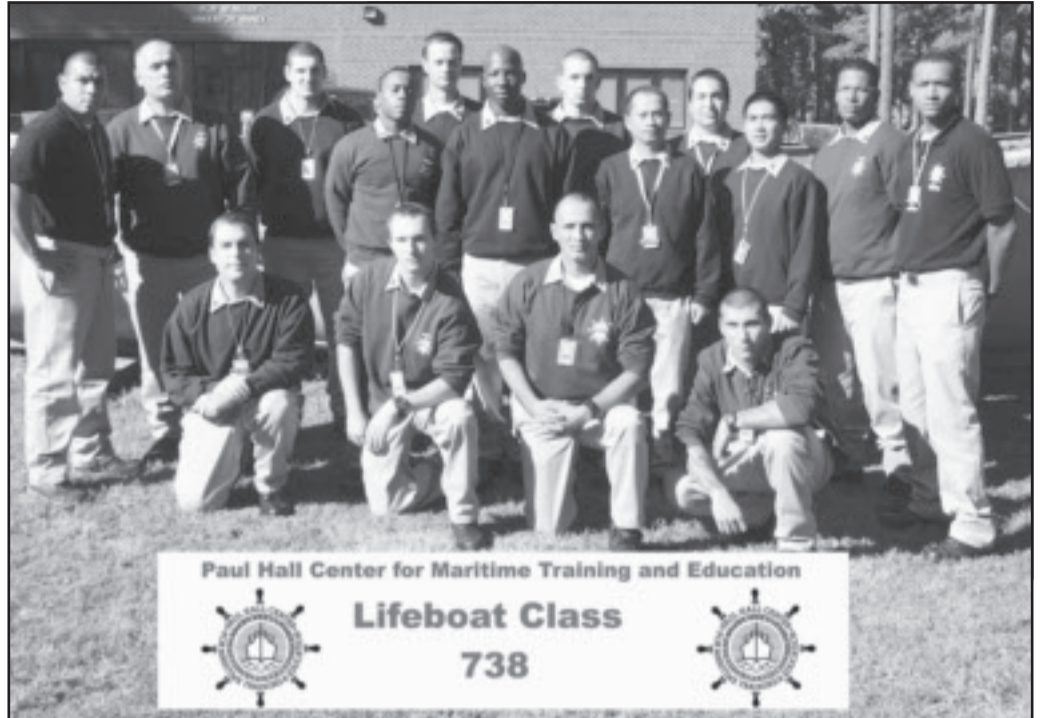
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: 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.

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 737 – Sixteen unlicensed apprentices on Sept. 3 completed their training requirements in this 60-hour course. Graduating (above, in alphabetical order) were: Khoury Bethea, Jeremy Boyd, Bobbie Gibbs, Phillip Gifford, Brandon Grace, James Hammond, Deborah Hutchins, Orakwue Ikegwu, Anthony Lowe, Justin Machuga, Enrique Medri, David Simon, Emanuel Spain, Zachard Thibeault, Marilou Toledo and Mark Williams. Their instructor, Bernabe Pelingon, is standing at left



Unlicensed Apprentice Water Survival Class 738 – Eighteen unlicensed apprentices completed this 60-hour course Sept. 20. Graduating (above, in alphabetical order) were: Jatniel Aguilera, Cliff Alexis, Michael Ashak, Frances Bautista, Andrew Blake, Adam Churchill, Reno Duque, Warren Gorman, Lloyd Harness, Evan Jones, David Kabasinskis, Raymond Martin Jr., Michael Paiko, Gerald Scott, Patrick Slade, Zaza Tchitanava, Jason Wagner and Steven Welcome. (Note: Not all are pictured.)



Welding – The following upgraders (above, in alphabetical order) completed their training in this 103-hour course Nov. 29: Joselito Beof, Robert Cummings, Van Dixon, Jacob Diefenbach, Omar Espinosa, Jeremy Farlow, Getolio Medallo, Jonathan Miller and Jonathan Tucker. Class Instructor Buzzy Andrews is second from the right in the back row.



Government Vessels – Five upgraders completed the enhancement of their skills in this course Dec. 10. Graduating (above, in alphabetical order) were: Randy Corey, Julito Crodua, Derek Melvin, Sadeq Nasser and Marcelo Rodriguez. Tom Truitt, the class instructor, is at the right.

Machinist – Ten individuals completed their training in this course Nov. 29. Graduating (right, in alphabetical order) were: Kenneth Evett, Dwight Hunt, Joselito Jaime, Stravon Jordon, Richard Maybay, Robert Ott, Tijani Rashid, Donna Sylvia, Jervona Vorise and Joseph Waller Jr. Class instructor Steve Havar is at the far right.



Paul Hall Center Classes



Junior Engineer – Twenty-five upgraders completed their requirements in this course Dec. 17. Graduating (left, in alphabetical order) were: Emmanuel Adeoti, Kofi Asamani, James Atwell, Heaven Bautista, Henry Callahan, Christopher Caporale, Ashley Carmichael, Timothy Chestnut, Fontanos Ellison, Criseldo Espinosa, Romeo Ferrer, Alonzo Griswell, Domingo Hurtado, Joshua Johnson, Naveed Khalid, Alcido Lopes, Iqbal Mahmood, Phillip Niles, Andres Nunez, Gustavo Osorio, David Quade, Francisco Ramilo, Mark Sawin, Edward Self and Ruben Toledo Jr. Jay Henderson, their instructor, is at the far right. (Note: Not all are pictured.)



Advanced Container Maintenance – Six Seafarers completed the enhancement of their skills in this course Dec. 10. Graduating (above, in alphabetical order) were: Francis Brown, Samuel Garrett, Peter Meglow, Michael Peck, Frank Strong and Khitrenko Yuriy. Class Instructor Jay Henderson is at the from right.



BST – The following individuals, (above, in alphabetical order) graduated from this course Nov. 19: Michael Hurst, Brandon Maeda, Manuel Martinez, Sinclair Oubre, Craig Pare, Thomas Respicio, Richard Robertson, John Sasse, Ricky Shumock, Jose Sialana, Clifford Taylor, Jervona Vorise and Kevin White. Their instructors, Wayne Johnson and Mike Roberts, are at the far left and far right respectively.



BST - Fourteen Seafarers finished their training requirements in this course Nov. 19. Graduating (left, in alphabetical order) were: Eugene Aruta, Fermin Bernardez, Shawn Bird, Bartow Bridges, James Burns, Paul Conway, James Crate, Luis Escobar, Billy Gigante, John Grayson, James Gregory, Gregory Johnson, Stravon Jordan and Ronald Lamere.



BST (Hawaii) – Twelve individuals completed their training in this course Nov. 13 at the Seafarers Training Facility in Barbers Point, Hawaii. Graduating (above, in no particular order) were: Sheldon Augustine, Ramon Aziz, Froilan Berino, Kimberly Irizarry, Marc Joy, Hannah Manas, Cesar Ocegüera, John Saint - Ange, Deon Sandoval, Andrew Stenic, Daniel Titus and Kathryn Alexander.



BST (Hawaii) – The following individuals (above, in no particular order) finished their requirements in this course Nov. 20 in Hawaii: Stephanie Colgate, Tarek Eldash, Nathan Madeiros, Todd Tranquillo, Karlo Armijo, Joseph Gardner, Amanda Hall, Ronald Suelen, Jason Seidman, Jaclyn McAnarney, Claudio Battaglia, Joshua Chapman, Nicholas Talarico, Brady Taylor, Jennifer Ware, Katelyn Watson, Amanda Wiles, Melissa McDonald, Jacob Keefe and Steven Mendez.



**Tax Tips
For Mariners
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Upgraders Laud Paul Hall Center Steward Department Classes

Mariners See Many Benefits of Training in Piney Point

With the help of the SIU-affiliated Paul Hall Center in Piney Point, Md., a number of steward-department Seafarers have been participating in an upgrading program with the goal of learning valuable skills that will help them advance their careers at sea.

The upgraders, who have been taking various classes at the Center, are looking forward to using their new skills and putting them to work aboard ship.

With added emphasis being placed on food safety and sanitation by ship-operating companies, as well as new developments in food processing and preparation, there's no better time to upgrade, according to Executive Chef John Hetmanski.

Hetmanski, one of the instructors at Piney Point, pointed out the changing times have significantly affected steward departments.

"All the companies have become more conscious of the nutrition and food safety for their crews," said Hetmanski. "Healthy crews and what they eat and how safe the galleys are have taken the front page. The steward department has a direct impact on that."

Seafarer **Richard Wyeth**, a 13-year SIU member and a 14-year veteran of the U.S. Navy, has spent most of his professional life in the galley and thought he knew all he needed to know to be a successful member of the steward department. His outlook

changed when he started upgrading in Piney Point.

"Because of my experience, I didn't think I was going to learn very much (at the school), but I was really surprised to find out that I still had a lot to learn," said Wyeth. "Things that I thought I knew have changed. You need to be caught up on things; it's really important."

In addition to the increased wages potentially to be made from upgrading, Wyeth recognizes the significance of having a well-trained steward department.

"A lot of times we don't get the credit, but I think we're one of the most important departments on the ship," Wyeth said, pointing out that having a clean galley and good, healthy meals can have a huge impact on morale.

Perhaps the most important benefit of the program for Wyeth is how the skills he's learned affect his fellow Seafarers.

"The more I learn here, the more I can pass on to the younger people on the ship," said Wyeth. "Even though I've been sailing a long time, I still enjoy learning. I'd encourage everyone to come down [to Piney Point] and upgrade."

Other Seafarers who recently upgraded also recommended the various steward-department curricula to fellow mariners.

Chief Cook **Eric Clotter**, who's working towards becoming a chief steward, values the things he's learned from his instructors.

"They're teaching me to become a better cook, and the things I've learned, I'll be tak-



Not all of the learning takes place in the galley. Here, upgraders take their ServSafe certification test online.

ing them with me on the ship," he said. "I'm looking forward to moving on to the next level."

SA **Michael Correa**, whose passion for cooking led him to the steward department, stated, "You get the chance to learn and to cook. I'm starting at the bottom and learning it all."

When asked if he would recommend upgrading to fellow mariners, Correa was fully supportive.

"If you're working on a ship, you've got to move up," Correa said.

Clotter added that upgrading is a source of pride, in addition to being a way to move forward with his career.

"The program can help anybody," said Clotter. "It's helping me. I'm so proud of myself. I've got friends and family that look up to me and what I'm doing. This is like a new home to me. I'm so blessed to be here."

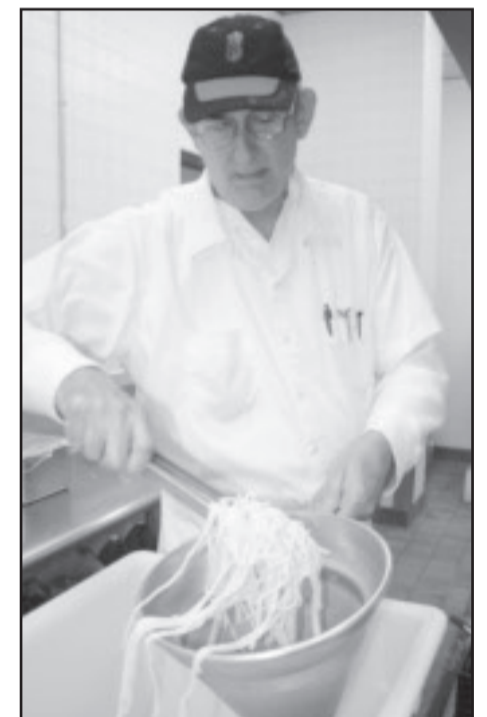
There is no shortage of opportunities for advancement in the steward department at the Paul Hall Center. Upgrading classes include Galley Operations, Advanced Galley Operations, Certified Chief Cook, and a 12-week Certified Chief Steward class.



Chief Cook Eric Clotter



Students receive hands-on training.



SA Michael Correa



The school features state-of-the-art galley equipment.



Valuable courses are available for mariners no matter their experience level.