



The

Seafarers Log

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Green Cove to the Rescue

The SIU crewed *Green Cove* saved four men (pictured in large photo at right) whose boat capsized approximately 200 miles off the coast of Colombia. Bosun Brad Brunette provided a recap and additional photos of the rescue. Page 3.



Union Mourns René Lioeanjie

The SIU sadly reports the passing of retired official René Lioeanjie (pictured above), who died April 10 at age 89. Lioeanjie was president of the National Maritime Union when that organization merged into the SIU in 2001. He subsequently served as an SIU vice president at large before retiring in 2009. Page 3.



Alaska Tanker Company Crews Hone Safety Skills in Piney Point

SIU members who sail with Alaska Tanker Company recently completed safety and leadership training at the union-affiliated Paul Hall Center in Piney Point, Md. A few of those Seafarers are pictured below. The mid-March gathering blended practical training and classroom instruction. It also featured a safety-centered discussion jointly hosted by SIU President Michael Sacco (middle in group photo) and ATC President Anil Mathur (second from right). That session



included Seafarers and school personnel. Also pictured in the group photo are (from left) ATC Port Manager Mike Meadors, SIU Exec. VP Augie Tellez and ATC Labor Relation Director Bill Cole. Pages 12-13.

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President's Report

Workers Memorial Day

Around the world on April 28, which is Workers Memorial Day, people remember those who were hurt or killed on the job, and those of us in the labor movement renew our struggle for safe workplaces. In town squares and union halls, at worksites and memorials, in community after community, we gather to remember our brothers and sisters who have lost their lives and those who fight for a safe work environment.

Perhaps more than most, SIU members have a deep appreciation for on-the-job safety. It's a constant focal point for Seafarers because of the nature of the maritime industry. There is no ambulance available to drive up when someone is injured aboard a vessel. Individual wellbeing is the most important reason for that focus; realistically, potential liabilities are a factor, too.



Michael Sacco

When it comes to workplace safety, the SIU has a lot to be proud of, including our cooperative efforts with Seafarers-contracted companies and, of course, with our affiliated Paul Hall Center in Piney Point, Md. Check out this month's *LOG* feature on recent Alaska Tanker Company safety training for just one example of these efforts. Our struggle for safer workplaces at sea goes back almost a century, to Andrew Furuseh and the Seamen's Act of 1915.

Through our affiliation with the AFL-CIO, we are also part of a larger endeavor that involves all industries. It was the American labor movement four decades ago that secured enactment of the Occupational Safety and Health Act along with mine-safety laws that promised workers in this country a right to a safe job.

Since then, we've made great progress in improving safety and protecting workers. Workplace fatalities and injuries have significantly declined. Exposures to job hazards and toxic chemicals have been reduced.

This progress didn't just happen because the OSHA law and mine safety laws were passed. It happened because workers and their unions organized and then demanded action from employers and their government. Just about every safety and health protection on the books today exists because of working men and women and their unions. Through this work, we've made jobs safer and saved lives – not just for union members, but for all workers.

Still, much more work remains to be done. We all remember – and still feel the consequences of – the Deepwater Horizon tragedy, which claimed 11 lives. We all remember the horrific explosion at the Massey Upper Big Branch coal mine in West Virginia that killed 29 miners – the worst coal mine disaster in four decades.

Those incidents made headlines around the world, but in that regard they were exceptions. Outside of local news coverage, how many of us hear about the thousands of workers who die in this country every year? The average for workplace fatalities is startling: 12 workers die on the job each day in the U.S. as a result of work-related injuries. Thousands more die each year from occupational diseases.

On Workers Memorial Day (still a few days away at press time), the SIU will remember all of the victims, and we will renew our commitment to help prevent more tragedies. Much of that commitment involves political action, because, just like we have to constantly fight to maintain the Jones Act, cargo-preference laws and other statutes that are vital to maritime, we also have to defend workplace protections and job-safety measures.

On that note, it's only fair to credit the Obama administration for remaining committed to worker safety and health. Make no mistake, they have been our ally all the way, and that's vitally important at a time when certain business groups and anti-worker legislators want to block new protections and roll back existing ones.

On this Workers Memorial Day, we remember and pay tribute to those who have lost their lives on the job or have been injured or made sick. And on this day, we commit to work together to fight the assault on workers' rights to bargain for fairer workplaces, safer job sites, a better life and a brighter future.



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

TRANSCOM Leader Visits SIU Ships



The commander of the U.S. Transportation Command, Gen. William M. Fraser III (fourth from left), visited SIU-crewed Ready Reserve Force ships in Alameda, Calif., early last month. Pictured aboard the *USNS Algol* are (from left) Kevin Tokarski, associate administrator for national security, U.S. Maritime Administration; Command Chief Master Sgt. Marty Klukas, Air Combat Command, Langley Air Force Base; SIU VP West Coast Nick Marrone; Gen. Fraser; SIU Asst. VP Nick Celona; Bosun Charles Frisella; Bosun Ralph White; and Hank Ryan, ship operations and maintenance officer, Maritime Administration. TRANSCOM is in charge of global transportation for the Department of Defense. The *Algol* is operated by Ocean Shipholdings.

American-Flag Ships Ready To Transport Fuel to Northeast

With potential refinery closures in the Northeast looming as another unwelcome development in the already dire gas crisis, a major American maritime industry coalition has let the government know that plenty of U.S.-flag tonnage is ready to transport fuel to that part of the country from the Gulf of Mexico.

The American Maritime Partnership (AMP), composed of 400 member organizations including the SIU, contacted the Department of Energy in late March to reiterate that U.S. ships can handle the job of carrying gas, heating oil and other important petroleum-based products wherever needed. The coalition also explained that using American-flag ships won't affect the price of gas at the pump.

According to the Energy Information Administration (EIA), part of the Department of Energy, three oil refineries located in and serving the American Northeast are scheduled to close in the coming months. Consumers in that region, and particularly New England, may suffer from supply shortages and severe price hikes at a time when gas prices are already upwards of \$4 per gallon in many places.

Since late 2011, two refineries in Pennsylvania have closed and another facility in the U.S. Virgin Islands shut its doors.

In its communications to the government, AMP explained in detail how the Jones Act fleet has the ves-

sel capacity and the workforce to transport the needed amount of oil and gas from the Gulf of Mexico and elsewhere to ports in the Northeast. Last February, the EIA released a report that erroneously stated Jones Act ships may be in "short supply" to move oil from the Gulf. This report was quickly discredited by AMP.

"In an error of omission, the EIA's analysis understated the American tank vessel capacity by approximately 50 percent," AMP said in a letter. "Once all American tank vessel capacity is considered, there is ample capacity to address changes in petroleum product markets as a result of Northeast refinery closures." The letter noted that the group is working with EIA to update its information and correct its report.

Another rumor that apparently has been fed to the media by Jones Act opponents is that shipping American would increase the price of gas. This idea was also shot down by AMP, who pointed out that 90 percent of gas prices come from taxes and crude oil prices, neither of which have anything to do with shipping.

The bottom line, according to AMP and other allies of the U.S.-flag fleet, is that American workers aboard American ships are ready to do their part in the oil crisis. Claims to the contrary, and requests for Jones Act waivers and other anti-U.S. worker agendas, are not only untrue but will be detrimental to continued economic growth.

Navy League: Jones Act Vital to National Security

A recently released annual policy statement from the Navy League of the United States, Maritime Primacy & Economic Security, says the Jones Act is critical to U.S. economic, homeland and national security – serving the nation by maintaining a skilled merchant marine, shipbuilding capacity and sealift capability.

Announced in late March, the policy statement says the Navy League supports "the Jones Act and Passenger Vessel Services Act, which are important to economic and national security because they protect critical national infrastructure and provide added sealift capacity through the Voluntary Intermodal Sealift Agreement (VISA), an expanded pool of trained and experienced mariners to crew U.S. government-owned sealift assets and help sustain the U.S. shipbuilding and repair industrial base that is vital to the U.S. Navy and Coast Guard."

The Jones Act mandates the use of vessels that are crewed, built, owned and flagged American to move cargo between domestic U.S. ports. Similar laws and statutes apply the same ground rules to the movement of passengers, towing, dredging and marine salvage. The law boosts security by adding a sealift capacity as well as an expanded pool of trained

and experienced mariners to crew U.S. government-owned sealift assets. It also prevents foreign-owned, foreign-crewed tonnage from having unfettered access to U.S. waterways.

"We are pleased that the Navy League supports the Jones Act and understands the essential role the law plays in creating jobs and protecting our homeland," said James Henry, president of the Transportation Institute and chairman of the board of directors of the American Maritime Partnership, a major coalition of American maritime industry members including the SIU. "The Jones Act makes America more secure economically and militarily by maintaining a skilled merchant marine that supports our military while providing nearly 500,000 American jobs."

The policy statement says the Jones Act is critical to the long-term sustainability of the U.S. fleet, noting that without commercial capability, the U.S. government would be required to provide significantly more funds to build a replacement fleet and infrastructure (at an estimated costs of many billions of dollars) while losing the pool of highly qualified mariners needed to sail these vessels. In addition, the Navy League says the Jones Act has a positive impact on the U.S. economy.

Lioeanjie, Last NMU President, Dies at 89

Rene Lioeanjie, who as president of the old National Maritime Union helped implement its merger into the SIU more than a decade ago, died April 10 in Panama. He was 89 and had been in poor health.

Among other accomplishments, Lioeanjie will be remembered for organizing Panama Canal workers and for important efforts in the International Transport Workers' Federation's flag-of-convenience campaign. But his most significant achievement, according to several people who worked closely with him, was helping finalize a merger that had been attempted on and off for decades.

"He saved the NMU by merging with the SIU," stated SIU President Michael Sacco. "Rene stepped forward and knew what had to be done to save his members' jobs. He was a man of his word."

Charlie Stewart, a former NMU official and retired Seafarers vice president at large who knew Lioeanjie since 1962, said his departed colleague "did an outstanding job and steered the ship right. He did the right thing in leading us to the merger and asking the SIU to accept us. Without that move, we'd probably be out on the street.... He's to be congratulated, and I hope his family and friends recognize what he's done for us."

Lioeanjie was the NMU's fourth president, and he held that post from 1997 until the merger took place in 2001. From then until his retirement in 2009, he was a vice president at large for the Seafarers.

A native of Dutch Guyana, Lioeanjie went to the United States in 1945 after sailing on Dutch-flag ships and immediately started sailing aboard American-flag vessels. He sailed as an ordinary seaman, deck storekeeper, quartermaster and bosun until he went ashore in 1955 as chief, master of



Rene Lioeanjie (left) shakes hands with the late SIU Exec. VP John Fay as merger documents are signed in 2001.

arms at the New York headquarters of the NMU. He became a U.S. citizen that year.

Moving up within the union, Lioeanjie was responsible for some groundbreaking activities and frequently represented the NMU on innovative projects—always aimed at improving the working conditions of all mariners.

He tackled the job of working with crews on runaway-flag vessels and later was appointed organizer for the International Maritime Workers Union, an orga-

nization formed by the NMU and the SIU to organize FOC ships.

Lioeanjie then went to organize seamen on public-sector vessels and federal employees in the Panama Canal Zone.

Working his way up through the ranks, he served as patrolman, agent, vice president, secretary-treasurer and president.

SIU Executive Vice President Augie Tellez said Lioeanjie "was very courageous in taking the step that he took for his membership regarding the merger. In

difficult times, he made the right decisions for his members."

SIU Secretary-Treasurer David Heindel remembered Lioeanjie as "a very humble individual who was pleasant to work with. He worked diligently for mariners from all nations to better their lives."

ITF General Secretary David Cockroft said, "Both in his NMU and, later, SIU roles, he played a leading role in ITF policy. The whole family will miss him."

Green Cove Crew Rescues Four

Editor's note: Bosun Brad Brunette wrote the following account and provided the accompanying photos from a recent rescue by the Central Gulf Lines vessel Green Cove.

On Dec. 8, 2011 at 1400, the captain of the *Green Cove* received a call from an airborne warning and control system (AWACS) plane. The pilot reported a capsized vessel and asked for our assistance. This happened approximately 200 miles off the coast of Colombia.

The captain proceeded to the location the pilot provided. Once we were there, the AWACS stayed on station until the men were safely aboard our ship.

Bosun **Brad Brunette** and ABs **Edward Ayres** and **Dhindo Faulve** lashed two cargo nets together and lowered them alongside the pilot ladder. It turned out the men in the disabled boat were too weak to use the

ladder, so we rigged the gangway to get them aboard.

Once aboard our ship, the men were treated for exposure and dehydration by AB **Fred Martinez** and the chief mate. The rescued men received the best Christmas present ever: being able to return to their families. They told us they had been adrift for nine days, and were out of water and food. They were very lucky to have survived.

Once rehydrated and fed, they felt much better and were transferred later that night to a Brazilian naval vessel.

In addition to those already mentioned, SIU members aboard the ship during the rescue included AB **Larry Byrd**, AB **Louis Holder**, AB **Kelvin Johnson**, OMU **Dale Graham**, OMU **Davon McMillan**, Steward/Baker **Wayne Howard**, Chief Cook **Leslie McGirt** and SA **Diana House**.



The U.S. Navy plane above contacted the *Green Cove* and remained on site through the rescue's completion. In the photo at right, the men from the capsized boat safely climb aboard the *Green Cove*.



Membership Receives Pre-Balloting Report

SIU President Michael Sacco has issued the pre-balloting report to the membership announcing general elections for the union's officers will take place this year. The release of this report is called for in Article X, Section 1(e) of the SIU constitution.

The report lists the various offices that will appear on the ballot. Voting will begin Nov. 1 and continue through Dec. 31.

Those elected will serve a four-year term from 2013 through 2016. A total 25 positions from president to port agent will appear on the ballot.

In presenting the report, Sacco noted he has worked with the union's executive board and port officials to appraise the needs of the SIU for the next four years and beyond, while considering changes that have occurred in the industry.

Printed here is the full text of the 2012 pre-balloting report.

May 7, 2012

Pursuant to Article X, section 1(e) of our Constitution, I am submitting at this regular May membership meeting of this election year, my Pre-Balloting Report.

The balloting for our General Election of Officers for the term 2013-2016 will commence on November 1, 2012 and continue through December 31, 2012. The election will be conducted under the provisions of our Constitution, as amended and effective March 13, 2009, and such other voting procedures as our Secretary-Treasurer may direct.

I have, in consultation with our Executive Board and Port Representatives, made a careful appraisal of the needs of this union, its membership and its currently existing constitutional ports. We have carefully considered the changes that have taken place in the maritime industry over the last few years, with a view toward meeting the ever-changing demands.

It is my recommendation, in accordance with our Constitution, that the following offices be placed on the ballot in the 2012 General Election of Officers for the term 2013-2016:

- 1 President
- 1 Executive Vice President
- 1 Secretary-Treasurer

- 1 Vice President in Charge of Contracts and Contract Enforcement

- 1 Vice President in Charge of the Atlantic Coast

- 1 Vice President in Charge of the Gulf Coast

- 1 Vice President in Charge of the Southern Region, Great Lakes, and Inland Waters

- 1 Vice President in Charge of the West Coast

- 1 Vice President in Charge of Government Services and Fishing Industries

- 1 Assistant Vice President in Charge of Contracts and Contract Enforcement

- 1 Assistant Vice President in Charge of the Atlantic Coast

- 1 Assistant Vice President in Charge of the Gulf Coast

- 1 Assistant Vice President in Charge of the Southern Region, Great Lakes and Inland Waters

- 1 Assistant Vice President in Charge of the West Coast

- 1 Assistant Vice President in Charge of Government Services and Fishing Industries

- 10 Port Agents

There shall be one (1) Port Agent in each of the ten (10) constitutional ports; namely: New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Algonac, Oakland, St. Louis and Piney Point.

In accordance with the above-mentioned Article X, Section 1(e) of our Constitution, I am required to recommend a bank, a bonded warehouse, regular office thereof, or any similar depository, to which the ballots are to be mailed, no later than the first regular meeting in October of this year. I will make such a recommendation to the membership before such deadline.

As provided for in Article XIII, Section 1, nominations open July 15, 2012 and close August 15, 2012.

The foregoing constitutes your President's Pre-Balloting Report and, subject to my further recommendation as to the depository to be made hereafter, I recommend its adoption.

Fraternally submitted,
Michael Sacco
President

ITF Seafarers' Trust Celebrates 30th Anniversary

The International Transport Workers' Federation's Seafarers' Trust recently celebrated its 30th anniversary during a formal gathering in London. SIU Secretary-Treasurer David Heindel, chair of the trustees for the ITF Seafarers' Trust, was a featured speaker at the March 22 event. Also addressing the audience were ITF President Paddy Crumlin, ITF General Secretary David Cockroft and Tom Holmer, the

Trust's administrative officer.

Established by the ITF's Executive Board, the Trust is a charitable body "dedicated to the spiritual, moral and physical welfare of seafarers irrespective of nationality, race or creed." It is funded by investment income from the parent organization, which itself is a federation of transportation-related unions from around the world. The ITF's 690 affiliates (including the SIU)

represent more than 4.5 million workers in 153 countries.

During the ceremony in London, Heindel said that in his 10 years of involvement with the Trust, he has been "amazed and proud to see the amount of work which we have managed to do to benefit seafarers. We have issued many grants worth millions of pounds. We view this as seafarers' money, and as such, we believe the funds should be put to work to benefit the world's seafarers."

He recalled that in the 1980s and 1990s, most of the Trust's expenditures were for new or renovated buildings that help provide mariners "a home away from home" in ports around world. Both during those decades and more recently, other monies were spent on things including vehicles that help mariners safely go ashore and equipment that helps them keep in touch with their families.

After describing some of the changes in shipboard life in the last 10 years as well as some of the most significant modern challenges, Heindel, who also serves the ITF in another capacity (as chair of the federation's Seafarers' Section) said that outreach to mariners "has had to become more mobile." He also emphasized that the Trust's work is meant to be compassionate, but not a form of pity.

"I am a seafarer as are a number of you here tonight," Heindel said. "We know the life, and we know the advantages and the disadvantages of working at sea. One thing that all of us in the Trust understand is that seafarers are not helpless members of society who need charity in order to be able

to function. As a trade unionist acting on behalf of seafarers, I know we are working with professionals, all of whom want to do better for themselves and their families. I believe it is up to us to make their lives a little easier and help them feel welcome when they come ashore."

He then credited the cooperative work of ITF-affiliated unions, inspectors, shipowners and operators.

Individual efforts have made a difference, too, and Heindel said one of the unions that has been quite active in promoting mariner welfare – both through the ITF and on their own – is the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP). He praised the groundbreaking work of AMOSUP's late leader, Capt. Greg Oca, who "was considered a visionary – a man of action, known to both the maritime industry and labor sector, who had consistently championed the rights of seafarers and other workers alike through the continuing welfare programs that he has established. These include four modern hospitals, a shelter institution program, dormitory facilities, a commissary for Filipino seafarers, a modern training center, a licensure facility affiliated with the Professional Regulation Commission, a world-class maritime school and an institution for higher maritime studies, to name a few."

In recognition of Capt. Oca's work, the Trust then announced that a scholarship to the World Maritime University has been named in his honor.

Comprehensive information about the Trust is available online at www.seafarers-trust.org.



SIU Secretary-Treasurer David Heindel (right), who also serves in multiple capacities with the ITF, presents a memento to Conrad Oca, son of the late AMOSUP leader whose life was devoted to promoting mariner welfare. The presentation was part of an event celebrating the ITF Seafarers' Trust.

Rank-and-File Committee Okays Union's Financial Records for 2011

The union's financial records for 2011 have been reviewed and approved by a committee of rank-and-file Seafarers who were elected by fellow SIU members at the April membership meeting in Piney Point, Md.

This annual review is mandated by the union's constitution, which also calls for the financial committee's report to be read in all ports at the SIU's monthly membership meetings and presented for membership approval. The report also has been submitted to the SIU secretary-treasurer.

The following Seafarers served on the committee following their election: **Kevin Moore** (chairman), **Antuan Barnes**, **Ion Boros**, **Willie Marsh**, **Frank Messick**, **Timothy Pillsworth**, and **Jerry Stillman**. They met at SIU headquarters in Camp

Springs, Md., the first week of April, where they studied all of the appropriate records and found them in good order.

In its report, the committee noted, "All records used in connection with the union's financial operations were reviewed fully.... We find that the headquarters of the union is taking all steps possible to safeguard union funds and to see that the disbursements of the union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation."

Article X, Section 14-c of the SIU Constitution lists the duties of the annual financial committee along with rules and procedures for electing the committee.



Seafarers and two SIU officials are pictured at headquarters right after the financial committee finished its report. Seated left to right are Timothy Pillsworth, Antuan Barnes, Ion Boros and Frank Messick. Standing (from left) are Asst. VP Ambrose Cucinotta, Jerry Stillman, Willie Marsh, Secretary-Treasurer David Heindel and Kevin Moore, the committee chairman.

NY Waterway Crew Plucks Three People from Harbor

Seafarers working for NY Waterway were part of a rescue in the New York Harbor near Liberty Island on April 6. Captain **Mohamed Gouda** and Deckhand **Marquis Mainor** responded to an overturned tugboat that left three people in the frigid waters.

After doing a scheduled drop-off on Wall Street, the NY Waterway vessel was returning to New Jersey. Shortly after departing, Gouda noticed a capsized tugboat (the *Katherine G.*) turned on its side, and three people floating in the water. Gouda and Mainor quickly jumped into action and lowered a rescue device into the water which was used to pull the stranded victims aboard the vessel.

"I approached them and my deckhand (Mainor) lowered the Jason's Cradle," said Gouda in an interview with a local radio station, 1010 WINS. "We were able to pick them up safely and bring them to safety."

The three people pulled from the water were sent to area hospitals for evaluation. None of the three suffered life-threatening injuries and all are expected to make a full recovery, according to news sources.

This isn't the first time Gouda has par-

ticipated in a rescue in New York Harbor. He was one of the first responders to the Flight 1549 crash landing known as the "Miracle on the Hudson." On Jan. 15, 2009, a passenger jet that just took off from nearby LaGuardia Airport crossed paths with a flock of geese, resulting in engine failure. The plane landed safely in the water, but also stranded 155 people in the middle of the freezing cold river. Gouda and his fellow Seafarers are credited with saving 143 people that day.

In addition to the Miracle on the Hudson, NY Waterway vessels and their SIU crews took part in the evacuation of lower Manhattan after the 9/11 attacks.

Mainor credits his quick-thinking and life-saving actions in this most recent rescue to the training he's received over the years.

"We prepare for things like this to happen," said Mainor in an interview with CBS New York. "We didn't know it was going to happen today, but it happens."

Gouda agrees that the unpredictability is all in a day's work for Seafarers.

"Another day, another adventure," Gouda told 1010 WINS.

Maritime Trades Department, U.S.-Flag Coalition Set Newspaper Straight On Ex-Im Bank Shipping

Maritime Trades Department President Michael Sacco and a coalition of maritime unions and U.S.-flag shipping companies recently set the record straight about legislation in Congress to reauthorize the U.S. Export-Import (Ex-Im) Bank until 2015.

Sacco, who also serves as president of the SIU, challenged a *Washington Post* editorial of April 9 that sought to end U.S.-flag shipping requirements for American export cargo generated by Ex-Im Bank loans. The newspaper went so far as to call the action "protectionist." (Since its 1934 creation, Ex-Im Bank-generated cargo has been carried aboard U.S.-flag vessels.)

"In an industry where foreign competitors are heavily subsidized by their governments, we must ensure American mariners move American goods financed by American tax dollars," Sacco stated. "The *Post's* call for not expanding the portfolio of the Export-Import Bank should not be placed on the backs of yet more American workers who simply perform their jobs day-in and day-out in a safe, world-class manner."

The measure before the Senate at press time has bipartisan support and White House backing as the bank's work produces U.S. jobs. Yet, the newspaper's editorial board

calls for a reduction of the bank's portfolio in order to save money and "phase out market-distorting practices."

In a separate response to the *Post*, Jim Henry, chairman of USA Maritime, which is composed of U.S.-flag carriers and maritime unions (including the SIU and several other MTD affiliates), wrote: "The cargo vessels financed by Ex-Im Bank are vital to U.S. national security. They are among those vessels that meet critical Department of Defense national security sealift requirements and, as a result, transported over 90 percent of the equipment and supplies to our troops in Iraq and Afghanistan. The use of these fleets is extremely cost-effective; it would cost at least \$13 billion just for the capital costs of duplicating a portion of U.S.-flag sealift capability if purchased directly by the government."

"And finally, the operation of U.S.-flag ships provides Americans much-needed jobs; jobs that are critical to the U.S. industrial base."

The bottom line, according to Henry, is, "By eliminating Ex-Im support, we will increase the cost of shipping, eliminate American jobs and weaken our national defense. This is a great investment in America and in our U.S. maritime fleet."

Shipping Industry Giant Maersk McKinney-Moller Passes Away at Age 98

Legacy Includes Strong Support of America

The maritime industry recently lost a man widely considered as one of its greatest leaders of all time: Maersk McKinney-Moller, the former chairman of the A.P. Moller - Maersk Group, parent organization of Maersk Line, Limited. He died on April 16, at age 98.

McKinney-Moller is credited with growing the Maersk Group into one of the largest and most prolific shipping companies in the world. The company was the first to build ships that catered exclusively to standardized containers in the 1950s. Today, its container vessels transport an estimated 15 percent of the world's manufactured goods.

Maersk also operates a major tanker fleet and manages container terminals around the globe, owns a prominent oil and gas exploration company in the North Sea, and is one of Denmark's top retailers through a collection of super-market brands.

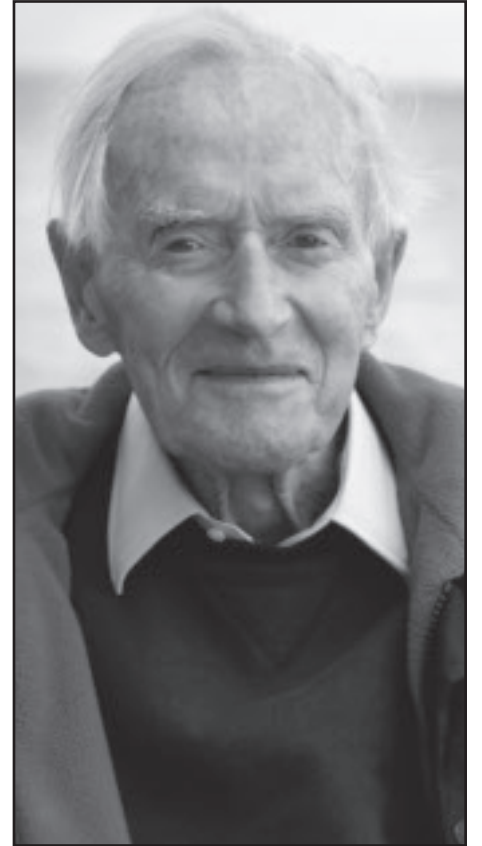
A native of Copenhagen, McKinney-Moller started in the shipping business in the 1930s, took over as chairman of the company in 1965 and proceeded to expand it. His work made him Denmark's wealthiest man and one of the richest in the world.

McKinney-Moller was also a good friend to American workers and the American government in times of need. His mother was American, and he was temporarily relocated to the U.S. during World War II.

Examples of McKinney-Moller's close ties to the U.S. were plentiful. His ships sailed under U.S. and British flags during World War II; during the Persian Gulf War in the early 1990s, he diverted vessels from his fleet, at no charge, to carry troops and materiel to the area, according to an obituary in *The New York Times*. He was also the first non-American member of IBM's Board of Directors.

"He truly did a lot for the U.S. Merchant Marine," said SIU President Michael Sacco, who added that he was very impressed when he met McKinney-Moller. "He treasured his experience in the United States and was a great patriot. He also was really one of the giants of his time."

Also known for his philanthropy,



Maersk McKinney-Moller owned the world's largest publicly held container shipping group and was a respected backer of the U.S.

McKinney-Moller officially retired from the board of his family's company in 2003. However, he continued to work and is credited with having remained a key figure for years after his retirement.

In a statement released by his family, McKinney-Moller is remembered as an influential and appreciative man. "We are grateful that our father lived a long and eventful life. In his never-failing wish to do good, together with many and great initiatives, he has left a significant mark on our time," said the statement, written by McKinney-Moller's daughter Ane Maersk-McKinney Ugglå. "On this day, I am compelled to give thanks to all current and previous employees of the A.P. Moller - Maersk Group for the loyalty which has been shown to our father throughout the years."

Labor Movement Stunned By Death of Mark Ayers

The SIU has joined with the rest of the American labor movement in mourning the death of AFL-CIO Building and Construction Trades Department (BCTD) President Mark Ayers, who passed away unexpectedly April 8 at age 63.

Ayers led the BCTD since 2007. Previously, he served for nine years as an official with the International Brotherhood of Electrical Workers (IBEW). He also was a member of IBEW Local 34 in his native Illinois since 1973, which he headed as business manager for nine years.

A veteran of the U.S. Navy who most recently resided in Alexandria, Va., Ayers was remembered as an effective, likeable leader. AFL-CIO President Richard Trumka called him an "extraordinary leader and friend."

U.S. Secretary of Labor Hilda Solis stated, "Whether it was fighting for in-

vestments in infrastructure and good construction jobs, securing decent wages and safe workplaces or protecting health benefits and pension plans, Mark stood proudly on the side of working people. And I was proud to stand with him."

IBEW President Edwin Hill said, "I can't think of anyone who worked harder to build our common movement. His steady hand and activist spirit steered the IBEW and the Building Trades through some of the toughest times we've ever faced. But more than that: Mark was my friend."

A statement from the BCTD announcing Ayers' passing read in part, "President Ayers was a labor leader of vision, innovation, passion and integrity, and it was through his leadership that North America's Building Trade Unions were on the path to success and increased

market share for the union construction industry. Although our hearts are heavy today, our spirits are lifted by virtue of the unsullied legacy of a working man who was grounded and guided to his core through the values that were instilled in him during this upbringing in Peoria, Illinois. Mark Ayers was a true trade unionist in every sense of the word, and it was through that commitment to bettering the lives of working families that he was able to offer so much to his country, his family, and the labor movement."

SIU President Michael Sacco paid respects at Ayers' funeral, which took place April 18 at Metropolitan Memorial United Methodist Church in Washington, D.C.

Ayers' survivors include his wife, mother, brother, two daughters and numerous grandchildren, nieces and nephews.



Mark Ayers served as BCTD president since 2007.

Ocean Crescent Carries Last Army Vehicle from Kuwait

Rugged MRAP Hitches Ride Aboard Union-Crewed Vessel

Earlier this year, the SIU-crewed *Alliance St. Louis* transported what is believed to have been the last shipment of war materiel coming directly from an Iraqi port to the U.S.

More recently, Seafarers on the *Ocean Crescent* contributed to another milestone when they helped carry the last U.S. Army vehicle from the port of Shuaiba, Kuwait. According to communications from vessel master Capt. Jeff Fischer and from the Army, the final U.S. vehicle to drive out of Iraq was loaded onto the *Ocean Crescent* on March 24. The mine-resistant, ambush-protected vehicle (MRAP) was slated for delivery to Fort Hood, Texas, in April.

According to an Army spokesman, "The last vehicle in Iraq represents our nation's efforts over the past nine years to bring freedom to the Iraqi people."

The Army further reported that the MRAP will be preserved for historical value at the 1st Cavalry Division Museum at Fort Hood.

The *Ocean Crescent*, operated by Pacific-Gulf Marine, is manned by SIU members and officers from the Seafarers-affiliated AMO.



Pictured from left to right are AB Albert Bharrat, ACU Edward English, Chief Steward Emie Aguinaldo, AB Jovan Williams, Bosun Joseph Casalino, Electrician David Brewster and GUDE Justino Riascos-Sanchez.

At Great Lakes Dredge and Dock

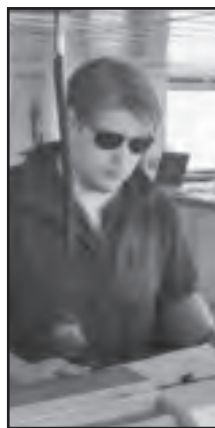
As reported in the April LOG, SIU members employed by Great Lakes Dredge and Dock (GLDD) recently approved a three-year contract calling for wage increases while maintaining benefits. A few of the 100 or so Seafarers who sail in the GLDD fleet are pictured here along with a shot of the hopper dredge *Liberty Island*.



Chief Engineer Michael Las Dulce



Capt. Dick Roel



Mate Todd Schaefer



AB Dave Ling



Maritime Briefs

Important Note about Vacation Applications and Beneficiaries

Recently, the Seafarers Vacation Plan slightly modified the wording in the beneficiary section of the printed application for benefits. This change was done in order to better serve the membership and to eliminate potential confusion.

The new text specifies that the beneficiary named on a Seafarers Vacation Plan application will be used by the Plan "in the event of your death before payment of your vacation benefit. It will also be used for the payment of death benefit from an affiliated plan(s) *only* in the event that you do not have a valid beneficiary on file with the particular plan or if the beneficiary on the file has predeceased you...."

Seafarers are encouraged to check the membership-only section of www.seafarers.org to confirm whether they have current beneficiaries on file. Seafarers also may call the membership assistance line at 1-800-252-4674.

MSC Praises Performance Of SIU-Crewed USNS Wheat

The commander of the U.S. Military Sealift Command (MSC) recently lauded the efforts of crew members aboard the Maersk-operated *USNS LCPL Roy M. Wheat*. In a message to the vessel, Rear Adm. Mark Buzby said he "noted with extreme pleasure the professional mariners of *LCPL Roy M. Wheat* have done an exceptional job of ensuring a safe working environment. Your superb efforts to mitigate safety-related mishaps including comprehensive and professional internal safety reporting continue to set a high standard for the Military Sealift fleet. Your attention to detail has been crucial to providing continuity of safe operations across the globe."

The *Wheat* is part of MSC's repositioning fleet.

Agency Publicizes Additional Logbook and Entry Requirements

The U.S. Coast Guard recently called attention to a new section of the U.S. Code titled "Additional Logbook and Entry Requirements" (46 U.S.C. Chapter 113). The new section stems from amendments to the Coast Guard Authorization Act of 2010.

According to the agency's announcement, "The new section is comprised of paragraphs (a) and (b) with the latter broken down into three specific sub-requirements. U.S. vessels subject to inspection must have an official logbook, which shall be kept available for review by the Secretary (i.e., Coast Guard) upon request. Entries must now include: (1) officer/seaman watch change outs, (2) hours of service for officers/seamen, and (3) documentation of accidents, illnesses, and injuries that occur during watch."

The announcement continued, "Congress did not direct specific tasking or an implementation period

for these new additions to the U.S. Code. Currently, Commandant, Office of Operating and Environmental Standards (CG-522) is conducting an analysis to determine if new regulations are required. In the meantime, OCMI's should immediately notify local vessel operators that are impacted, so they can take proactive measures to be in compliance. Coast Guard marine inspectors should be checking to ensure these new logbook entry requirements are being complied with at each inspection. To ensure vessel operators have adequate time to come into compliance, initial enforcement actions should focus on educating mariners vice initiating civil penalty actions."

Questions concerning the notice may be directed to the Office of Vessel Activities, Domestic Compliance Division at 202-372-1224 or CG5431@uscg.mil.

Mariner Exams at MU Guam Scheduled via Honolulu REC

The National Maritime Center in mid-March reported that all mariners "who wish to take examinations at Monitoring Unit (MU) located in Guam will be scheduled through the Regional Examination Center Honolulu."

The REC in Honolulu is located at 433 Ala Moana Blvd., ZIP Code 96813, telephone (808) 522-8258. The home web page for that particular center is www.uscg.mil/nmc/recs/hon.asp.

The NMC further noted that mariners "wanting to submit their application at MU Guam should submit their complete application package to any of the 17 Regional Examination Centers (REC). The most efficient way to submit an application is by e-mail. Instructions can be found on our website under the REC Information menu. For questions about the use of the new forms, please contact the NMC by email at iasknmc@uscg.mil or by phone at 1-888-IASKNMC."

Coast Guard Announces Final Rule for Ballast Water

Earlier this year, the U.S. Coast Guard announced its final rule concerning living organisms in ships' ballast water discharged into the waters of the United States. The agency is amending its regulations on ballast water management by establishing a standard for the allowable concentration of living organisms in ballast water discharged from vessels in American waters. Also, the Coast Guard is amending its regulations for engineering equipment by establishing an approval process for ballast water management systems.

Jeffery Lantz, director of the agency's Office of Commercial Regulations and Standards, who is a strong supporter of the U.S. Merchant Marine, said the new regulations are aimed at helping control the introduction and spread of non-indigenous species. He added that the final rule is consistent with the discharge standard adopted by the International Maritime Organization in 2004.



OVERSEAS SERVICINGS – Earlier this year, SIU VP West Coast Nick Marrone and Guam Port Agent John Hoskins met with SIU members on several vessels in Saipan and Diego Garcia. In the photo above, Marrone (front, left) is pictured with Seafarers aboard the Maersk-operated *USNS Pfc. Dewayne T. Williams*. Hoskins is standing third from right in the other photo, taken aboard the Central Gulf Lines ship *Green Lake*.



At Sea And Ashore With the SIU

ABOARD ALASKAN EXPLORER – Patrolman Nick Marrone II (third from left in the photo above) found the crew of the *Alaskan Explorer* in good spirits when he serviced the Alaska Tanker Company vessel March 16 in Benicia, Calif. Standing left to right in the group photo are Chief Cook David Vaughn, AB Rasheen Breathwaite, Marrone, Bosun Frank Sena and Chief Steward John Huyett. SA Eusebio Avila is pictured in the photo at right above.



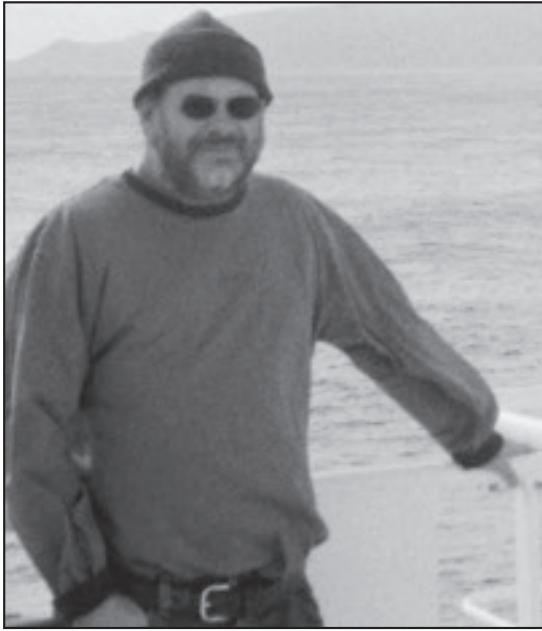
HEADED FOR JORDAN – Capt. Kimberly Borges (behind the lens) sent along this photo of Seafarers, officers and security team members aboard the *MV Patriot* in late March. The ship, owned by Crowley and operated by American Roll-On/Roll-Off Carrier, was sailing for Aqaba, Jordan. SIU members in the photo include Bosun Erik Penia, AB Santos Baltazar, AB Joel Eay, AB David Kennedy, OS Terence Brennan, OS Danna Williams, OMA James Anderson, OMA Anthony Dellorusso, OMA Arthur Sanders, Chief Steward Thomas Allen, Chief Cook Bruce Johnson and SA Bannacke Figueroa-Diaz.



WELCOME ASHORE IN JACKSONVILLE – QMED Wilbur Ensminger (right) receives his first pension check and a word of congratulations from Asst. VP Archie Ware in Jacksonville, Fla. Ensminger recently retired following an SIU career that dated back to 1990.



Bosun Francisco Bonilla



AB Peter Westropp



AB Glen Rogers

Holiday Spirit and Pigskin Talk Prevalent on Alliance Beaumont

Early in the New Year, AB Lisa Sottile mailed the photos appearing on this page to the *LOG*, along with notes describing lots of holiday spirit and pro football banter aboard the *Alliance Beaumont*. The pigskin loyalties were decidedly mixed on the Maersk Line, Limited ship (rooting interests included the Saints, Ravens, Vikings and Texans), but good cheer prevailed aboard the roll-on/roll-off vessel.



OMU Charlie Walker, SA Johnny Sawyer, Third Mate Thomas Delamater



Electrician Paul Pagano lights the holiday tree.



AB Tyrone Benjamin admires Corvo, the northernmost island of the Azores.



AB Richard Wittwer



QMED Vorden "Chip" Ferguson



Chief Cook Tony Rutland (right) and Chief Mate Bob Haradon show that the gift-giving spirit is alive and well aboard ship.

ANNUAL FUNDING NOTICE MCS SUPPLEMENTARY PENSION PLAN

Introduction

This notice includes important funding information about your pension plan ("the Plan"). This notice also provides a summary of federal rules governing multiemployer plans in reorganization and insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning January 1, 2011 and ending December 31, 2011 (referred to hereafter as "Plan Year").

Funded Percentage

The funded percentage of a plan is a measure of how well that plan is funded. This percentage is obtained by dividing the Plan's assets by its liabilities on the valuation date for the plan year. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the Plan Year and 2 preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

	2011	2010	2009
Valuation Date	January 1, 2011	January 1, 2010	January 1, 2009
Funded Percentage	153.87%	142.91%	143.43%
Value of Assets	\$7,049,456	\$6,813,528	\$7,140,845
Value of Liabilities	\$4,581,505	\$4,767,618	\$4,987,794

Fair Market Value of Assets

Asset values in the chart above are actuarial values, not market values. Market values tend to show a clearer picture of a plan's funded status as of a given point in time. However, because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values for funding purposes. While actuarial values fluctuate less than market values, they are estimates. As of December 31, 2011, the unaudited fair market value of the Plan's assets was \$6,811,370. As of December 31, 2010, the fair market value of the Plan's assets was \$7,049,456. As of December 31, 2009, the fair market value of the Plan's assets was \$7,048,783.

The December 31, 2011 fair value of assets disclosed above is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

Participant Information

The total number of participants in the plan as of the Plan's valuation date was 819. Of this number, 257 were active participants, 452 were retired or separated from service and receiving benefits, and 110 were retired or separated from service and entitled to future benefits.

Funding & Investment Policies

The law requires that every pension plan have a procedure for establishing a funding policy to carry out the plan objectives. A funding policy relates to the level of contributions needed to pay for benefits promised under the plan currently and over the years. The funding policy of the Plan is to make contributions in accordance with the existing Collective Bargaining Agreement, but in no event less than the minimum amount annually as required by law.

Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries. Specific investments are made in accordance with the Plan's investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries who are responsible for plan investments with guidelines or general instructions concerning various types or categories of investment management decisions. The investment policy of the Plan is to provide a source of retirement income for its participants and beneficiaries while attaining an annual investment return of 6 percent. To preserve capital, some of the assets are invested in a general account with Connecticut General Life Insurance Company that pays a guaranteed rate of interest each year. Approximately 40 percent of the remainder of the Plan's assets is invested in equity securities with the balance invested in fixed income securities.

In accordance with the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Interest-bearing cash	3
2. U.S. Government securities	21
3. Corporate debt instruments (other than employer securities):	0
Preferred	17
All other	0
4. Corporate stocks (other than employer securities):	0
Preferred	0
All other	24
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	0
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	0
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	0
14. Value of funds held in insurance co. general account (unallocated contracts)	35
15. Employer-related investments:	

Employer Securities	0
Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in "endangered" status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in "critical" status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

The Plan was not in endangered or critical status in the Plan Year.

Right to Request a Copy of the Annual Report

A pension plan is required to file with the U.S. Department of Labor an annual report (i.e., Form 5500) containing financial and other information about the plan. Copies of the annual report are available from the U.S. Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling (202) 693-8673. Or, you may obtain a copy of the Plan's annual report by making a written request to the plan administrator.

Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months). If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The law requires the plan to furnish this notification to each contributing employer and the labor organization.

Despite the special plan reorganization rules, a plan in reorganization nevertheless could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for the plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available financial resources. If such resources are not enough to pay benefits at a level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC, by law, will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notification of the insolvency to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected as a result of the insolvency, including loss of a lump sum option. This information will be provided for each year the plan is insolvent.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only vested benefits are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under the plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee pre-retirement death benefits to a spouse or beneficiary (e.g., a qualified pre-retirement survivor annuity) if the participant dies after the plan terminates, benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

Where to Get More Information

For more information about this notice, you may contact the office of the Plan Administrator at: Margaret Bowen, Plan Administrator, (301) 899-0675, or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, Maryland 20746.

For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 51-6097856. For more information about the PBGC and benefit guarantees, go to PBGC's website, www.pbgc.gov.

Summary Annual Report for SIU Pacific District Supplemental Benefits Fund, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246 for the year ended July 31, 2011. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the Plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$(270,015) as of July 31, 2011, compared to \$94,919 as of August 1, 2010. During the plan year the plan experienced a decrease in its net assets of \$364,934. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$8,520,451, which included employer contributions of \$8,509,377, realized losses of \$1,810 from the sale of assets, and earnings from investments of \$12,844.

Plan expenses were \$8,885,385. These expenses included \$408,878 in administrative expenses and \$8,476,507 in benefits paid to participants.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- An accountant's report;

- Financial information and information on payments to service providers;
- Assets held for investment; and
- Transactions in excess of 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$4.25 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both.

If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, CA 94107, and at the U. S. Department of Labor in Washington, DC, or to obtain a copy from the U. S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N. W., Washington, D.C. 20210.

Notice

COBRA Continuation Coverage

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

Generally, if you are the employee, you will be eligible to purchase COBRA coverage for a certain period of time if you lost coverage because you did not have enough days of covered employment (unless the job was lost due to gross misconduct). If you are the family member of a covered employee, you may also elect COBRA for a certain period of time when the employee loses coverage; or if you are going to lose coverage because of a divorce or the death of the employee; or in the case of a child of an employee, the child reaches an age at which the Plan no longer considers him or her to be a "dependent child." In the case of a divorce or the death of an employee, you **must** notify the Plan **within 60 days of the divorce or death** in order to be eligible to purchase continuation coverage. If you do not notify the Plan in a timely manner, you may not be eligible

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

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

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

ANNUAL FUNDING NOTICE - - SEAFARERS PENSION PLAN

1. Introduction

This notice includes important information about the funding status of your pension plan ("the Plan") and general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is for the plan year beginning January 1, 2011 and ending December 31, 2011 ("Plan Year").

2. How Well-Funded Is Your Plan

Under federal law, the plan must report how well it is funded by using a measure called the "funded percentage." This percentage is obtained by dividing the Plan's assets by its liabilities on the Valuation Date for the plan year. In general, the higher the percentage, the better funded the plan. Your Plan's funded percentage for the Plan Year and each of the two preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

	Funded Percentage		
	2011	2010	2009
Valuation Date	January 1, 2011	January 1, 2010	January 1, 2009
Funded Percentage	121.2%	110.1%	106.1%
Value of Assets	\$1,013,288,083	\$910,293,605	\$798,341,351
Value of Liabilities	\$836,014,907	\$826,992,528	\$752,536,506

3. Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date for the plan year and are market values. Because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values that are designed to smooth out those fluctuations for funding purposes. The asset values below are market values and are measured as of the last day of the plan year, rather than as of the Valuation Date. Use of the market value of assets for the actuarial value used in the above chart shows a clearer picture of a plan's funded status as of the Valuation Date. The fair market value of the Plan's assets as of the last day of the Plan Year and each of the two preceding plan years is shown in the following table (2011 is not audited):

	December 31, 2011	December 31, 2010	December 31, 2009
Fair Market Value of Assets	\$1,050,000,000	\$1,013,288,083	\$910,293,605

4. Critical or endangered Status

Under federal pension law a plan generally will be considered to be in "endangered" status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in "critical" status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

The Plan was not in endangered or critical status in the Plan Year.

5. Participation Information

The total number of participants in the Plan as of the Plan's valuation date was 21,677. Of this number, 8,016 were active participants, 8,741 were retired or separated from service and receiving benefits, and 4,920 were retired or separated from service and entitled to future benefits.

6. Funding & Investment Policies

(a) Every pension plan must have a procedure for establishing a funding policy to carry out plan objectives. A funding policy relates to the level of assets needed to pay for benefits promised under the plan currently and over the years. The funding policy of the Plan is to provide benefits from contributions by signatory employers under the terms of collective bargaining agreements between the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District/NMU and the employers. The Plan may receive the portion of the employers' contributions made to the Seafarers Health and Benefits Plan which the Trustees determine is necessary to provide for pension benefits based on the recommendation of the Plan's Actuary.

(b) Investment Policies

Investment objectives:

Assets of the Plan shall be invested with sufficient diversification so as to minimize the risk of large losses unless it is clearly prudent under the then current circumstances not to do so. Plan assets shall be invested in a manner consistent with the fiduciary standards of ERISA and supporting regulations, and all transactions will be undertaken on behalf of the Plan in the sole interest of Plan participants and beneficiaries. Assets of the Plan shall be invested to maintain sufficient liquidity to meet benefit payment obligations and other Plan expenses.

Investment Guidelines:

Each Investment Manager shall be a bank (trust company), insurance company, or a registered investment advisor under the Investment Advisers Act of 1940. The Investment Managers shall acknowledge in writing that it is a fiduciary of the Plan within the meaning of Section 3(21)(A) of Employee Retirement Income Security Act of 1974, as amended ("ERISA") and an "investment manager" within the meaning of Section 3(38) of ERISA. Full discretion is granted to each Investment Manager with regard to the sector and security selection and the timing of any transactions, provided that such discretion shall always be exercised in accordance with each Investment Manager's fiduciary responsibilities under ERISA.

(c) Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries, who make specific investments in accordance with the Plan's investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries that are responsible for plan investments with guidelines or general instructions concerning investment management decisions.

The investment policy of the Seafarers Pension Plan is primarily a balanced portfolio of equity, fixed income, and cash equivalent securities.

Equities consist of common stocks, preferred stocks, and convertible securities. The total equity exposure for the total managed account should not exceed 55 percent for a prolonged period of time.

The portfolios are diversified into 10 or 15 industry sectors and hold in excess of 50 individual issues. No issue exceeds 3.5 percent of the portfolio at cost.

The fixed income portion of the portfolio consists of:

- U.S. Government and Agency Securities
- Commercial Paper
- Corporate Bonds
- Traditional Non-High Leverage
- Mortgage and Asset backed Securities

These securities must be rated Investment Grade at time of purchase.

(d) Under the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest-bearing and non-interest bearing)	1
2. U.S. Government securities	22
3. Corporate debt instruments (other than employer securities):	
Preferred	26
All other	0
4. Corporate stocks (other than employer securities):	
Preferred	0
Common	26
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	1
7. Loans (other than to participants)	0
8. Participants loans	0
9. Value of interest in common/collective trusts	6
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	18
14. Value of funds held in insurance co. general account (unallocated contracts)	0
15. Employer-related investments:	
Employer Securities	0
Employer real property	0
16. Buildings and other property	0
17. Other	0

(e) For information about the plan's investment in any of the following type of investments as described in the chart above – common/collective trusts, pooled separate accounts, master trust investment accounts, or 103-12 investment entities, contact: Margaret Bowen, Plan Administrator, at 301-899-0675, or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, Maryland 20746

7. Right to Request a Copy of the Annual Report

A pension plan is required to file with the US Department of Labor an annual report called the Form 5500 that contains financial and other information about the plan. Copies of the annual report are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. For 2009 and subsequent plan years, you may obtain an electronic copy of the plan's annual report by going to www.efast.dol.gov and using the Form 5500 search function. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator. Individual information, such as the amount of your accrued benefit under the plan, is not contained in the annual report. If you are seeking information regarding your benefits under the plan, contact the plan administrator identified below under "Where To Get More Information."

8. Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. The plan administrator is required by law to include a summary of these rules in the annual funding notice. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months).

If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The plan is required to furnish this notification to each contributing employer and the labor organization.

Despite these special plan reorganization rules, a plan in reorganization could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see "Benefit Payments Guaranteed by the PBGC", below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option. This information will be provided for each year the plan is insolvent.

9. Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under the plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee pre-retirement death benefits to a spouse or beneficiary (e.g., a qualified pre-retirement survivor annuity) if the participant dies after the plan terminates, benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

10. Where to Get More Information

For more information about this notice, or for a statement of your estimated monthly pension benefit payable at retirement, you may contact the Board of Trustees, or the Administrator, at 301-899-0675 or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746

For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 13-6100329 for Seafarers Pension Plan. For more information about the PBGC, go to PBGC's website, www.pbgc.gov.

Summary Annual Report For SIU Pacific District Seafarers Medical Center Fund

This is a summary of the annual report of the SIU Pacific District Seafarers Medical Center Fund, EIN 94-2430964 for the year ended June 30, 2011. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the plan are provided by the SIU Pacific District Seafarers Medical Center Fund, a trust fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$(78,131) as of June 30, 2011, compared to \$(124,844) as of July 01, 2010. During the plan year the plan experienced an increase in its net assets of \$46,713. During the plan year, the

plan had total income of \$586,299, including employer contributions of \$581,925, earnings from investments of \$191 and other income of \$4,183.

Plan expenses were \$539,586. These expenses included \$133,477 in administrative expenses, and \$406,109 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- An accountant's report;
- Financial information and information on payments to service providers; and
- Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers Medical Center Fund, 730 Harrison St., Suite 400, San Francisco, CA 94107, (415) 392-3611. The charge to cover copying costs will be \$2 for the full annual report, or \$.25 per page for any part

thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

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5/12



ATC Attends Safety Training at Paul Hall Center

Nineteen Seafarers (many of whom are shown in the pictures appearing on these two pages) from the SIU-contracted Alaska Tanker Company (ATC) recently participated in a five-day Safety Leadership and Training Conference at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Conducted March 19-23, the seminar featured classroom as well as hands-on refresher instruction in basic safety training (BST), Hazardous Waste Operations and Emergency Response, and culinary preparation. Included in the BST module were: fire prevention and firefighting, personal safety and responsibilities, first aid and personal survival.

In addition to the foregoing elements, the symposium also featured a joint ATC/SIU safety discussion. Hosted by SIU President Michael Sacco and ATC President Anil Mathur, this segment of the conference was four hours in duration

and provided participants the opportunity to discuss the hazards and risks of their profession and measures that could be implemented to minimize and eliminate them.

"Overall, I thought the training was great," said Bosun **Anthony Sabatini**, who sails aboard ATC's *Explorer*. "I had not been to the school in about 10 years, so the instruction provided me with a fresh taste of some of the things that I had learned before.

"I think the other people who attended the conference felt the same way," he continued. "It was a wonderful experience and I definitely benefitted from it."

ATC President Mathur stated, "I was very pleased with the quality of the training, the facilities at Piney Point, and the SIU's systems and processes. The course attendees have very positive feedback from the training they received. This is testimony of the excellent leadership the SIU provides."

Bill Cole, ATC's director of labor relations, said the school is an important tool that helps the company keep up with the industry's ever-changing training demands. "It's great to have the Paul Hall Center available to help us maintain the best-trained crews in the world."

Those who took part in the training represented the three shipboard departments and hailed from four operated vessels: the *Explorer*, *Legend*, *Frontier* and *Navigator*. In addition to Sabatini, participants included **Mike Moore**; ABs **Brendan O'Brien**, **Ramiro Russell**, **Domingo Cazon**, **Kevin Kellum**, **Gavin Sorenson**, **Blair**, **Manuel Enrico** and **Timothy Vaefaga**; **Tristan Brand**, **Odilio Evora**, **AlJohn Fernandez**, **land Peterson**; DEU **Alvin Alcasid**; Stewards **Jeff** and **Just Self**; and Cook **Craig Lundberg**.





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Recollections from the Murmansk Run

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

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

The names of the main character (Johnny Johnston) and his vessels are fictional.

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

The most recent installment ended in 1944 as Johnston and his shipmates aboard the S/S John Henry were preparing to attempt to sail from an icy group of islands called Franz Josef Land.

The *John Henry* crew spent the next two days preparing for our voyage to Spitsbergen. A stronger shed was built around the emergency steering wheel area, giving the helmsman better protection from the weather.

We knew that the German navy patrolled much of the Barents Sea and we would be in dangerous waters for the entire voyage. The lookouts were doubled and went on a four-on and a four-off schedule. The guns were at the ready at all times. We weighed anchor and began our push through the ice, stopping twice to allow the big guns to blast a path to open water. Within a few hours, we were in the open seas and on our way.

It took us five full days of sailing in rough seas to reach our destination, the main island of Spitsbergen. The lookouts were pleased to report that two small boats, one with the Norwegian flag and one with the British Union Jack, were heading out to greet us.

Captain Behlmer had two American flags on view. He didn't want anyone to mistake us for an enemy. The British boat reached us first and an officer called out asking, "Who are you and what are you doing here?"

Captain Behlmer identified our ship and said we were in need of repairs and fresh supplies. The officer, who identified himself as Major Woodrow, said for us to follow the Norwegian boat that would lead us to a safe anchorage.

Captain Olsen, a Norwegian who was in charge of governing the island, came aboard and introduced himself. He also managed the coal and whaling operations and was the Allies' liaison with a large group of Russian coal miners who lived and worked on the other side of the island.

That night we had our first good meal in many weeks. A lighter came along side and sent up boxes and baskets full of fresh vegetables. Fresh in the sense that they weren't frozen: potatoes, carrots, and cabbages. They also sent up two frozen reindeer carcasses and the following day we had venison steaks. A most welcome meal and a change from the seal meat and fish diet we had lived on at Franz Josef.

Captain Behlmer and our chief engineer went ashore and asked to speak with Nels Johnson, the head shipwright. Like many of the Norwegians they were to meet, Johnson spoke reasonably good English. They explained to Johnson what was needed to get the *John Henry* repaired. He offered to return with them to our ship and see for himself what was needed and what he could provide in the way of repairs. "We have a small but efficient ship repair yard on our island."

The dry dock they used for maintaining their fishing and whaling boats was not large enough to accommodate Liberty-size ships, such as the *John Henry*. The next day, however, a large barge came along side loaded with all types of machinery: drill presses, lathes, saws, assorted pieces of wood, metal stock and a gang of workers. The group started the repair work immediately.

Later, the British officer, Major Woodrow, whom we had first met when we entered the harbor, came aboard. He wanted to discuss our cargo. He told Captain Behlmer that he knew

that we were loaded with bombs, grenades, assorted ammunition and various weapons, both small and big, and asked what we intended to do with it. Captain Behlmer said it was not for him to decide. The *John Henry* was in service to the United States military and only someone with clear-cut authority could order how and where it was to be offloaded. He told Major Woodrow that the cargo had been assigned to the Russian government and was originally destined to be taken to Murmansk.

The major replied, "Well now, sir, that is all well and good; however, you are now in Spitsbergen without an armed escort; short of fuel and other necessary supplies. Please tell me how do you expect to reach Murmansk?"

"I'll be completely honest with you, major. I don't know. You are correct. We are very low on food and our fuel tanks are almost empty. If the good people here in Spitsbergen are able to repair my ship, I hope to be able to obtain sufficient fuel from the supply here on the island and make my way back to England. I would never consider going on to Murmansk alone without naval escorts. However, I want you to know something. If I was to ask my crew to sail with me unescorted in order to bring these vital supplies to our Russian allies, they would agree to the voyage without question."

"The reason I asked you about your cargo, captain, is that we could put it to good use here if or when the Germans decide to continue their conquest of Norway by occupying these northern islands. Up to now, they have stayed away due to the rather large British naval presence in the nearby waters. However, our intelligence sources tell us that much of our naval force has left the area to be put to better use elsewhere. The Germans know this and would like nothing better than to use



SIU-crewed ships delivered cargo to the Russian port of Murmansk during WWII. This AP photo shows war supplies being unloaded there in June 1942.

Spitsbergen's air strip, as small as it is, to patrol these northern routes to Russia and also to get their hands on our valuable coal deposits. Therefore, I would like to invite you and your officers to a dinner at my home tonight, next to my headquarters. I will also invite Nels Johnson and Ron Amundsen, our chief intelligence officer. After dinner, we can have a conference, exchange ideas, make suggestions and decide what actions we should next take. The *John Henry* sitting here in the harbor is not doing anyone any good. It is certainly not helping the war effort. By the way, you will enjoy meeting Ron Amundsen; he's Roald Amundsen's nephew. Ron lives here year-round on the island, it's his home. He was here in 1926, when his Uncle Roald took off from here in a dirigible with two other explorers and flew over the North Pole and landed in Alaska. You'll enjoy Ron's conversation and I'm confident he will have some good suggestions as to our next step."

I was getting more news than usual about what was taking place on the *John Henry*. Being an engine room wiper, a low man in the pecking order on most ships, meant that I would be one of the last guys to know what was going on. However, the conversations between the men from the island and Behlmer with his officers took place on the bridge. There was always at least one able-bodied seaman standing watch in the area and he was privy to all that was discussed. It didn't take him long to pass on the latest news to the crew in the mess hall. Larry and I had also become good friends with the deckhands when Cap-

tain Behlmer had us stand lookout watches with them. I must say, though, that our captain was more than fair in keeping the crew up to date with his plans. He was right; the crew would willingly do whatever was asked of them.

I was a history buff and when I heard that that Roald Amundsen's nephew was here on the island, I wanted to meet him. The nephew of one of the greatest explorers of the 20th century. The very man who was first to reach the South Pole and plant the Norwegian flag there and who later became the first to fly over the North Pole in a dirigible. I had to get ashore and meet Ron Amundsen.

As good fortune would have it, the next day, our entire crew was invited to a buffet and movie show that evening at the Lutheran Church Hall in town. Nels Johnson sent a barge out to carry us ashore. A few of the older men volunteered to stay aboard and stand watch.

I found it hard to believe that less than a year ago, I was in high school in New York City without any idea of ever being in a place like Spitsbergen in the Barents Sea. Now I was about to meet the nephew of the most famous explorer of the century.

Upon our arrival at the meeting hall, we were treated to a delicious Scandinavian buffet prepared by the Christian Ladies' Club. It was the best meal I had in a long time. I never knew so many dishes made from fish could taste so good.

Almost all the Norwegians, both the men and women, spoke a limited amount of English when talking with us but subtly changed to Norwegian when talking to each other. Major Woodrow was there and using a microphone asked for our attention and then introduced us to our hosts and their families. They

invited us to sit down and watch a movie. It was an old American Western starring John Wayne. The characters spoke in English with Norwegian captions on the bottom of the screen.

When the movie ended, we were invited back to the main hall for dessert and coffee. It was then that I met Ron Amundsen and got him to talk about his famous uncle. He told me things that I had never heard before. For one, his uncle did not get along with one of the other explorers, the Italian Umberto Nobile. Nobile was an engineer and had himself built the dirigible under the auspices of his Italian government. Yet, two years later in 1928, Nobile on another flight in the same airship became lost and crashed in the northern wilderness. Amundsen obtained a plane and was among the first to volunteer to search for him. Nobile was eventually found alive but Amundsen's plane crashed and he lost his life. Amundsen's list of accomplishments as an explorer of both the northern and southern polar areas has never been equaled, more so when one considers the technological advances since his time.

None of the crew could learn what took place at the previous night's conference between our captain and the local authorities. In the past, we had pretty much known what was going on. This time it was different, as there were no rumors or any reports. What we did hear was that all of those present at the conference were sworn to secrecy.

Two days later, a barge came along side and the deckhands were ordered to help the

barge crew unload cargo. Nobody liked working with high explosives, especially the crew members who were not familiar with the correct procedures for handling it. When it was put on board in New York, the work was carried out by a special loading crew supplied by the United States Army. However, orders were orders and had to be obeyed. The deckhands did as they were told. I could see that they were uncomfortable with the assignment.

It was then that we learned that Captain Behlmer had traded part of our cargo for fuel and food supplies. Later, we heard that he had been in touch by radio with the U.S. Navy offices in London and, after explaining his situation, was given permission to trade cargo for supplies.

The word was out, once the repair work was finished and the bridge back in good order, we were to return to Scapa Flow, Scotland, to be reassigned. I heard that Captain Behlmer wanted to ask permission from the American authorities in England to unload the remainder of his cargo anywhere in the British Isles and then return to the States, to refit the *John Henry*, give the crew a well-earned leave to rest and load up with fresh cargo and start sailing again.

It took another two weeks to complete the repair work to our bridge. Major Woodrow had arranged with the local Norwegian government to supply us with enough fuel and food for our return to Scapa Flow in exchange for the armament and ammunition we had given them.

We weighed anchor and sailed out of the harbor on a dark moonless night. It was estimated that it would take about four days of good weather to reach Scapa Flow. We were alert to the serious U-boat menace in these waters. The Germans wanted to stop all deliveries of war supplies to Russia and knew that the Allies used these northern routes to reach Murmansk. Extra lookouts were maintained 24 hours a day.

It was our second day out to sea; the weather was crisp but sunny and clear. We were in the mess hall having lunch when we heard shouting: "Torpedo! Torpedo!" The warning came too late, the tin fish hit us dead center and the *John Henry* immediately began to list. The ship appeared to jump into the air and trembled. I was thrown to the deck and hit my head on a table leg. I ignored the bleeding from the bruise, as it was obvious the good old *John Henry* was going down. The alarms kept sounding and there were cries of abandon ship.

I raced to my lifeboat station where the deckhands were already in the process of swinging the lifeboat out on its davits. Someone called out, "Did you check the drain plug?" I immediately volunteered to check it and climbed into the boat. The bilge was dry and I quickly found and secured the plug. The chief mate, Mr. Smith, who was in charge of the boat station, told me to stay in the boat. Larry was also assigned to this station but was nowhere in sight. I asked in a loud voice, "Do any of you guys know where Larry is?" Nobody answered.

The rest of crew climbed in the boat and we began lowering away. We had the oars out as soon as we hit the water and began to row away from the sinking ship as fast as possible. An oiler, who was along side of me, said, "Let's get out of here as fast as we can. This thing still might blow up. Remember it's full of ammo and all kinds of stuff like that."

Mr. Smith answered, "So far we have been lucky, the torpedo hit the empty cargo hold. If it had hit any of the other holds, we would be all in small pieces right now."

With that, the bosun, a real tough old guy, said, "Let us all say a prayer for deliverance from this tribulation," and he began to pray aloud. He certainly surprised me. I had seen and heard him giving orders to the deckhands and never expected him to be religious and believe in prayer. I had heard, though, there were no atheists in lifeboats, especially in cold unknown waters.

We watched as the *John Henry* disappeared beneath a field of debris and then, suddenly a submarine surfaced almost on top of us. A man called out in heavy accented English. "Identify yourself and answer my question or you will suffer the consequences."

I had no idea what he meant by "suffer the consequences." How worse off could we be? The chief said, "It will best for me to answer him, they have their deck gun pointed right

Continued on next page

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

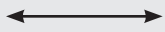
Tom Orzechowski, Vice President Lakes and Inland Waters

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

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was asked of port agents.

What steps can SIU members take that would help you serve them most efficiently?

Georg Kenny
Norfolk, Va.

Write legibly and correctly when completing documents or forms; fill in every blank! Addresses and phone numbers should be kept current, and members shouldn't use the union hall as their address. Also, pay attention to the expiration dates of clinic cards, documents, physicals, etc. We've also requested at the membership meetings for the past several years, when you first come to the hall, check with the counter personnel as to the status of your drug clearance. It's disappointing having to inform any member that the clearance has expired, thus rendering them ineligible for employment opportunities.



Jeff Turkus

Wilmington, Calif.

First, members should make

sure that all of their documents are up-to-date and scanned in the system. Also, make sure their clinic cards and drug tests haven't expired. On another note, patience is a virtue, and it's always appreciated when members are patient when they come to the counter. There are times when the people working behind the counter are extremely busy. Lastly, members need to have up-to-date phone numbers and addresses on file. That should do it.



Hazel Galbiso

Honolulu

Members who are expecting to reclaim their jobs but have not received any confirmation about their job order from the union hall should immediately let us know in an effort to follow up with the company to avoid any delays from being shipped. When members renew their shipping credentials (MMC, BST, TWIC, passport, clinic card), they should come into the hall for us to make copies immediately in an effort to update

the system and to avoid any delays from being dispatched to ship and/or reclaim their jobs. When members are seeking to be registered, dispatched to ship, file vacation, file for a membership book, apply for upgrading courses, etc., make sure all the proper documents and credentials are provided to prevent delays in processing their application. Communicate with us on any unresolved matters or concerns they may have.



Jimmy White

Mobile, Ala.

One thing members can do is always be aware of their credential circumstances, starting with expiration dates. Whether it's your clinic card, z-card, TWIC, basic safety training, be in tune with what his or her status is. Even at the time of shipping, guys are throwing in for jobs not realizing that something may have expired. We stress this at our meetings but sometimes it still falls through the cracks. Stay on top of anything that has an expiration date.



Mike Russo

Houston

What the members can do to help us service them better is keep an eye on their documents. Make sure that they've gone and upgraded at the school if they have the sea time and are eligible to upgrade. Check all your documents. Help keep the hall clean, too. This is a place of business and we don't want anyone to look negatively at the hall.



Pic-From-The-Past



In this 1952 photo from the LOG's archives, members aboard the *Robin Gray* show their support for an organizing campaign at Atlantic Refining.

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

KENNETH CAFFEY

Brother Kenneth Caffey, 65, joined the SIU in 2000. He initially sailed aboard the *Independence*. Brother Caffey was born in Norfolk, Va., and shipped in the steward department. In 2001, he took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. Prior to his retirement, Brother Caffey worked sailed aboard the *Wright*. He lives in Virginia Beach, Va.



ROBERT CRAPO

Brother Robert Crapo, 65, became an SIU member in 1994 while in the port of Jacksonville, Fla. He originally sailed aboard the *Sealift Pacific*. Brother Crapo worked in the deck department. He last shipped on the *Pfc. William Baugh*. Brother Crapo calls Jacksonville Beach, Fla., home.

RUBEN FIEL

Brother Ruben Fiel, 65, donned the SIU colors in 1978 while in San Francisco. The steward department member's first trip was with Michigan Tankers Inc. Brother Fiel attended classes on two occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He most recently worked aboard the *Horizon Eagle*. Brother Fiel resides in San Francisco.



ANGEL FIGUEROA

Brother Angel Figueroa, 67, signed on with the Seafarers in 1994 in Houston. He originally sailed aboard the *Nedlloyd Holland*. Brother Figueroa worked in the engine department. In 1998 and 2010, he upgraded his skills at the Piney Point school. Brother Figueroa's most recent voyage was on the *Horizon Challenger*. He is a resident of Houston.



EDMOND FRANCOIS

Brother Edmond Francois, 72, started his SIU career in 2001 as the NMU was merging into the Seafarers. The same year, Brother Francois visited the Paul Hall Center to upgrade his skills. He sailed in the deck department. Brother Francois' last trip was aboard the *Charleston Express*. He makes his home in Houston.

GEORGE GAUGGEL

Brother George Gauggel, 65, began sailing with the union in 1986. His first trip was on the *USNS Contender*. Brother Gauggel was born in Iowa and worked in the steward department. He upgraded on numerous occasions at the maritime training center in Piney Point, Md. Brother Gauggel's most recent voyage was aboard the *Paul Buck*. He settled in Tacoma, Wash.



MELCHOR GOROSPE

Brother Melchor Gorospe, 68, became an SIU member in 2001 during the SIU/NMU merger. Brother Gorospe sailed in the deck department. He enhanced his seafaring abilities in 2001 at that union-affiliated school in Piney Point, Md. Brother Gorospe's most recent trip was on the *Horizon Pacific*. He resides in California.



PATRICK HELTON

Brother Patrick Helton, 65, donned the SIU colors in 1988 while in San Francisco. His first vessel was the *Maj. Stephen W. Pless*; his last, the *Pfc. Eugene A. Obregon*. Brother Helton was a member of the steward department. He upgraded often at the Piney Point school. Brother Helton calls Reno, Nev., home.



DONALD HOOD

Brother Donald Hood, 61, joined the Seafarers in 1968 while in the port of Norfolk, Va. He initially sailed with Hudson Waterways Corporation. Brother Hood worked in the deck department. He attended classes on numerous occasions at the Paul Hall Center. Brother Hood most recently shipped aboard the *Sgt. Matej Kocak*. He lives in Norfolk.



JAMES HORNBY

Brother James Hornby, 71, was born in Glenoma, Wash. He began his SIU career in 1961 in Seattle. The deck department member's first voyage was on the *Madaket*. Prior to his retirement, Brother Hornby sailed on the *Horizon Anchorage*. He continues to reside in Washington.

THURMAN JOHNSON

Brother Thurman Johnson, 62, signed on with the union in 1974 while in the port of San Francisco. His earliest ship was the *President Kennedy*. Brother Johnson was born in St. Louis. The steward department member upgraded often at the SIU-affiliated school. Brother Johnson last sailed aboard the *Alaskan Legend*. He settled in Moreno Valley, Calif.



SAM KASSEM

Brother Sam Kassem, 67, became a Seafarer in 1975 in Seattle. His first ship was the *Trader*. Brother Kassem was born in Yemen. He attended classes in 1998 at the Piney Point school. The steward department member's final trip was on the *Horizon Tacoma*. Brother Kassem is a resident of Tacoma, Wash.



LUIS LIMA

Brother Luis Lima, 58, began his SIU career in 2001 as the NMU was merging into the Seafarers. He was a native of Cape Verde Island and sailed in the steward department. Brother Lima upgraded on three occasions at the Paul Hall Center. His most recent voyage was aboard the *APL Agate*. Brother Lima makes his

home in Providence, R.I.

CAMERON MILLER

Brother Cameron Miller, 68, was born in Barbados. He joined the SIU in 2001 during the SIU/NMU merger. The steward department member enhanced his skills often at the Piney Point school. Brother Miller last sailed on the *Cape Rise*. He calls Flushing, N.Y., home.



MARY OLIVAS

Sister Mary Olivas, 65, started sailing with the Seafarers in 2000. She originally shipped on the *Global Sentinel*. Sister Olivas was born in Los Angeles and sailed in the steward department. Her most recent voyage was aboard the *USNS Dahl*. She lives in Tampa, Fla.

MOUSID OMAR

Brother Mousid Omar, 62, began his SIU career in 1976. His first voyage was on the *Philadelphia*. Brother Omar, a native of Yemen, upgraded twice at the Paul Hall Center. Before retiring, the deck department member was employed aboard the *Horizon Eagle*. Brother Omar resides in Detroit.

GILBERTO PADILLA

Brother Gilberto Padilla, 69, signed on with the union in 2003. He initially sailed on the *Lib-*

erator. The Puerto Rico native attended classes in 2003 at the SIU-affiliated school. Brother Padilla, who sailed in the deck department, last worked aboard the *Resolve*. He makes his home in Ensenada, Mexico.

PHILIP REYNOLDS

Brother Philip Reynolds, 75, became an SIU member in 1994 while in the port of Houston. He sailed on vessels including the *USNS Capella* and the *Maersk Georgia*. Brother Reynolds shipped in the deck department. He upgraded on two occasions at the Piney Point school. Brother Reynolds is a resident of Flat Rock, N.C.



THOMAS SORESI

Brother Thomas Soresi, 70, donned the SIU colors in 1961 in the port of New York. His first trip to sea was on the *Beaugard*. Brother Soresi was a deck department member. He most recently worked as chief bosun of the shore gang in Elizabeth, N.J. Brother Soresi calls Pocono Lake, Pa., home.



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This Month In SIU History

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

1939

After a strike of less than one week's duration, the SIU reached an agreement with the Peninsula and Occidental Steamship Company. The agreement provided for a complete closed shop and all hiring to be done through the union hall. In addition to wage increases, the agreement established the payment of overtime for all work performed on Saturday afternoons, Sundays, and holidays, both at sea and in port, including the standing of regular watches.

1941

The SIU negotiated a bonus increase from \$50 to \$60 per month on the African and Far Eastern war zones with Waterman Steamship Company, Robin Line, and Bernstein Shipping Company. In addition, the agreements called for additional pay if a ship touched the ports of Suez and any other port in the Red Sea or the Persian Gulf. The bonus agreements were reopened when the President declared the Red Sea open to American shipping and after the Germans had declared that they would consider the Red Sea a war zone.

1962

Protesting Moore McCormack-Robin Line's violations of its contract with the SIU, the union began picketing the company's vessels on May 15 in Brooklyn. Within a few days, picketing had been extended to Manhattan, Philadelphia, Baltimore and Jacksonville and was tying up 10 vessels. The SIU also filed unfair labor practice charges against the company with the National Labor Relations Board alleging that the management was refusing to bargain in good faith. The SIU charged that the line was planning to sell seven ships, in violation of the contract.



1970

The SIU has opened a vacation center at the Harry Lundeberg School of Seamanship at Piney Point, Maryland. This is a new and unique union program to make available to SIU members and their families first-class vacations at the lowest possible cost. Seafarers are often away from their families for months at a time and theirs is a hard life. The vacation center at Piney Point will give our members and their families a chance to enjoy themselves in comfort. Fishing, swimming, tennis, and sailing, soaking up the sun and exploring the lands that form the coast of the Chesapeake Bay area – all including good food and large, clean rooms – are some of the things that are now available at the SIU summer vacation center.

Final Departures



DEEP SEA

SAM BROOKS

Pensioner Sam Brooks, 79, died Jan. 2. Brother Brooks, a Georgia native, joined the union in 1963 while in the port of New York. The deck department member initially shipped on the *Steel Survey*. Brother Brooks' final trip was aboard the *Virgo*. He went on pension in 1994 and resided in Brooklyn, N.Y.

EDGARDO CASTRO

Brother Edgardo Castro, 47, passed away Oct. 15. He became a Seafarer in 1999 while in New York. Brother Castro first sailed on the *Maj. Bernard Fisher*. The deck department member last shipped aboard the *El Faro*. Brother Castro was born in Honduras but called New York home.

HENRY CONNOLLY

Pensioner Henry Connolly, 85, died Dec. 24. Brother Connolly first donned the SIU colors in 1944 in New York. He originally sailed with States Marine Lines. Brother Connolly, who worked in the steward department, was born in Harrison, N.J. He last shipped on the *Inspiration*. Brother Connolly retired in 1988 and lived in New Jersey.



CHARLES DAVIS

Pensioner Charles Davis, 77, passed away Dec. 12. Brother Davis was a native of Ohio. He began sailing with the union in 1966. Brother Davis' first ship was the *Ocean Cloud*. He worked in the deck department. Brother Davis last shipped aboard the *Maersk Alaska*. He went on pension in 1999 and called Jacksonville, Fla., home.



JOHN DUDA

Pensioner John Duda, 86, died Dec. 31. Brother Duda was born in New Haven, Conn. He joined the SIU in 1959. The engine department member's earliest trip to sea was on the *Steel Scientist*. His last voyage was aboard the *OMI Wabash*. Brother Duda became a pensioner in 1989. He made his home in Brooklyn, N.Y.



KEVIN FARRELL

Brother Kevin Farrell, 56, passed away Jan. 16. He first donned the SIU colors in 1993 while in Puerto Rico. Brother Farrell's earliest trip was with Crowley Puerto Rico Services. The deck department member most recently worked on the *USNS Stockham*. Brother Farrell was a resident of Puerto Rico.

JOSEPH FRUGE

Pensioner Joseph Fruge, 77, died Dec. 20. Brother Fruge joined the union in 1953. He initially shipped aboard Pan Shipping Corporation vessels. Brother Fruge was born in Louisiana and sailed in the deck department. His final ship was the *Liberty Sun*. Brother Fruge retired in 1995 and settled in Sulphur, La.

RICHARD GLAZE

Pensioner Richard Glaze, 81, passed away Dec. 4. Brother Glaze was born in Maryland. He started sailing with the SIU in 1951. Brother Glaze was first employed aboard the *Edith*. He was an engine department member. Brother Glaze's last voyage was on the *Global Link*. He became a pensioner in 1993. Brother Glaze was a resident of Towson, Md.



FELTON GREEN

Brother Felton Green, 85, has passed away. He became an SIU member in 1978 while in the port of Wilmington, Calif. Brother Green was born in Panama and sailed in the steward department. He called New York home.

HAYWOOD GREEN

Pensioner Haywood Green, 84, died Dec. 17. Brother Green was born in Georgia. He began his seafaring career in 1952. Brother Green originally shipped on the *Steel Inventor* as a member of the engine department. Prior to his retirement in 1992, he worked aboard the *Sea-lift Arctic*. Brother Green resided in Mobile, Ala.

ROBERT HOMMEL

Pensioner Robert Hommel, 83, passed away Jan. 7. Brother Hommel joined the SIU in 1950 while in New York. His first voyage was with Pan Shipping Corporation. Brother Hommel was a native of Tacoma, Wash., and worked in the deck department. His last ship was the *Tacoma*. Brother Hommel started collecting his retirement compensation in 1988. He lived in Naples, Fla.



ROBERT LANG

Pensioner Robert Lang, 77, died Nov. 27. Brother Lang was born in Connecticut. He began sailing with the union in 1977 while in Jacksonville, Fla. Brother Lang's earliest trip was on the *Columbia*. The steward department member's final trip was aboard the *Carolina*. Brother Lang went on pension in 1999 and made his home in Jacksonville, Fla.



JERRY POW

Pensioner Jerry Pow, 87, passed away Dec. 30. Brother Pow joined the SIU ranks in 1951. He was born in Shanghai, China. Brother Pow sailed in the steward department in both the deep sea and inland divisions. He initially worked with AH Bull Steamship Company. Brother Pow last shipped on the *Manhattan Island*. He became a pensioner in 1990 and called New York home.



JOHN RISBECK

Pensioner John Risbeck, 90, died Dec. 9. Brother Risbeck, a native of Yugoslavia, began shipping with the union in 1943. He sailed in the engine department of the *Jefferson City* and the *Tacoma* (among other vessels) during his seafaring career. Brother Risbeck retired in 1980 and settled in Colville, Wash.



EUELLE SCROGGINS

Pensioner Euelle Scroggins, 84, passed away Dec. 30. Brother Scroggins became an SIU member in 1947. He sailed with various companies including Eagle Carries Inc. and CSX Lines. Brother Scroggins, a member of the deck department, was born in Thorsby, Ala. He began receiving his pension in 1993 and called Houston home.



PABLO VASQUEZ

Pensioner Pablo Vasquez, 70, died Nov. 16. Brother Vasquez first donned the SIU colors in 1966. He initially shipped aboard the *Western Hunter*. Brother Vasquez was a native of Puerto Rico. The engine department member's final voyage was on the *Horizon Producer*. Brother Vasquez went on pension in 2006 and continued to live in Puerto Rico.

DONALD WHITE

Pensioner Donald White, 83, passed away Oct. 18. Brother White joined the union in 1947 while in the port of New York. His earliest trip was aboard a Sinclair Oil Corporation vessel. Brother White was born in New York and shipped in the deck department. His last vessel was the *Philadelphia*. Brother White became a pensioner in 1993. He was a resident of the state of Washington.



WILLIAM YORK

Pensioner William York, 85, died



Dec. 6. Brother York began his seafaring career in 1948. He originally sailed with Bloomfield Steamship Company. Brother York was born in Lincoln, Mo., and worked in the engine department. Before his retirement in 1987, he shipped on the *Robert E. Lee*. Brother York called Covington, La., home.

INLAND

ROBERT DUNN

Pensioner Robert Dunn, 84, passed away Jan. 2. Brother Dunn joined the SIU in 1970. He sailed with McAllister Towing of Virginia for the duration of his career. Brother Dunn was a Portsmouth, Va., native. The engine department member retired in 1993 and settled in Swannanoa, N.C.

ELLIOTT GORDON

Pensioner Elliott Gordon, 93, died Nov. 12. Brother Gordon was born in Frankfort, Ky. He donned the SIU colors in 1962. Brother Gordon first worked with Bernhardt Brothers. Prior to retiring in 1980, he shipped with American Barge Lines Company. Brother Gordon resided in Lexington, Ky.



VICTOR LOZINAK

Pensioner Victor Lozinak, 79, passed away Dec. 12. Brother Lozinak became a union member in 1957 while in the port of Philadelphia. The Pennsylvania native first sailed with Taylor Marine Towing Company. His last boat was operated by McAllister Towing of Philadelphia. Brother Lozinak started collecting his retirement compensation in 1988 and lived in Audubon, Pa.

ANGEL SANCHEZ

Pensioner Angel Sanchez, 71, died Nov. 29. Brother Sanchez joined the SIU ranks in 1977. He worked aboard vessels operated by Crowley Puerto Rico Services. Brother Sanchez was a native of Puerto Rico and sailed in the deck department. He went on pension in 1998 and continued to make his home in Puerto Rico.



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

RAYMOND AIKMAN

Pensioner Raymond Aikman, 89, passed away Nov. 7. Brother Aikman, a native of Belize, became a pensioner in 1988. He called Georgia home.

JOSE DEL ROSARIO

Pensioner Jose Del Rosario, 90, died Oct. 6. Brother Del Rosario was born in Tampa, Fla. He went on pension in 1970. Brother Del Rosario settled in Smyrna, Tenn.

EDWARD GARCIA

Pensioner Edward Garcia, 86, passed away Nov. 20. The New York-born mariner started collecting his pension in 2001. Brother Garcia was a resident of Gretna, Tenn.

JOSEPH GUTIERREZ

Pensioner Joseph Gutierrez, 83, died Dec. 16. Brother Gutierrez joined the NMU in 1973. The engine department member was born in New Orleans. Brother Gutierrez last sailed on the *Cyprine*. He made his home in Hollywood, Fla. Brother Gutierrez retired in 1999.



RAY GUZMAN

Pensioner Ray Guzman, 89, passed away Nov. 6. Brother Guzman was born in Colombia. He began receiving his retirement compensation in 1987. Brother Guzman lived in Naples, Fla.

GEORGE HENDERSON

Pensioner George Henderson, 85, died Nov. 9. Brother Henderson, a native of Alabama, went on pension in 1984. He continued to reside in Alabama.

HENRY LOSS

Pensioner Henry Loss, 86, passed away Nov. 11. Brother Loss was a Maryland native. He became a pensioner in 1987 and called Middle River, Md., home.

JOSE MARTINEZ

Pensioner Jose Martinez, 92, died Nov. 15. Brother Martinez was born in Puerto Rico. He started collecting his retirement compensation in 1985. Brother Martinez settled in Port Charlotte, Fla.

MARTIN WATSON

Pensioner Martin Watson, 85, passed away Oct. 16. The Georgia-born mariner retired in 1972. Brother Watson continued to make his home in Georgia.

Name	Age	DOD
Allen, Habe	73	Dec. 12
Boswell, Lieutenant	87	Oct. 18
Briseno, Manuel	92	Dec. 10
Chladek, Clarence	69	Nov. 30
Cruz, Candelario	95	Nov. 10
Fears, Ernest	85	Dec. 22
Gouge, William	84	Nov. 21
Hernandez, Enrique	86	Dec. 27
Jones, John	88	Aug. 29
Mattei, Geran	88	Dec. 13
Mercadel, Joseph	87	Nov. 12
Reyna, Reinaldo	86	Nov. 13
Tolar, Webster	88	Nov. 28
Tulley, Louis	87	Dec. 29
Weeks, James	99	Dec. 5

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.

HORIZON RELIANCE (Horizon Lines), February 26 – Chairman **Anthony Sabatini**, Secretary **Joseph Laureta**, Educational Director **David Watkins**, Deck Delegate **Rene Rafer**, Engine Delegate **Adel Irani**, Steward Delegate **Abdulla Baabbad**. Chairman announced upcoming payoff at sea. He recommended reading the LOG for news on STCW. Secretary reminded fellow mariners to help keep lounge clean and keep laundry room supplied. Educational director urged Seafarers to upgrade their skills at the union-affiliated school in Piney Point. He also encouraged them not to wait until the last minute for document renewals. No beefs or disputed OT reported. Crew thanked steward department for job well done. Crew would like increased pension benefits. Next ports: Los Angeles and Honolulu.

LIBERTY GRACE (Liberty Maritime), February 19 – Chairman **Willie Marsh**, Secretary **Donna Saling**, Educational Director **Jerome Dooms**, Steward Delegate **Gerald Joseph**. Crew lounge AC has been repaired. Chairman announced ship's scheduled arrival in Houston. Educational director encouraged members to upgrade at union-affiliated school in Piney Point, Md. He also reminded everyone to keep all documents current. No beefs or disputed OT reported. Crew discussed overtime in each department. They requested additional vacation days and better dental benefits. Crew thanked galley gang for all the great meals, fresh-baked bread and desserts.

LIGHTNING (Maersk Line, Limited), February 25 – Chairman **Samuel Lampshire**, Secretary **Christina Mateer**, Educational Director **Daniel Dean**, Engine Delegate **Sergio Ayala**, Steward Delegate **Patricia Geras**. Chairman reminded crew members

Burial at Sea for Brother Taranto



Mariners aboard the *Horizon Enterprise* solemnly gathered on Feb. 22 to remember Bosun James Taranto and to commit his last remaining ashes to the sea. The shipboard memorial service (parts of which are pictured here) took place while the vessel sailed between Honolulu and Tacoma, Wash. Brother Taranto died Jan. 11 at age 61. He sailed with the SIU for more than 20 years, most recently aboard the *Grand Canyon State* in December 2011. (Thanks to vessel master Capt. Ron Radicali for passing along the photos.)

to make sure rooms are clean and new linens are available for arriving mariners. Educational director recommended upgrading in Piney Point, Md. No beefs or disputed OT reported. Crew noted that *Seafarers LOG* is available on the union's website. Crew expressed need for new dryer. They said bosun, steward and electrician should have their own computers for work, with internet access, in their respective rooms. Crew thanked steward department for excellent food including superb salad bar. Next port: Los Angeles.

OVERSEAS LUXMAR (OSG), February 13 – Chairman **Raymond Nowak**, Secretary **Nancy Heyden**, Educational Director **Carlos Sanchez**, Deck Delegate **Ricardo Guevara**. New dryer is on order and should be delivered when ship arrives in Corpus Christi. Chairman reminded departing crew to leave

clean sets of linens and towels for those arriving. He thanked everyone for an enjoyable trip and commended crew for good seamanship. Also thanked steward for "all the extras she does with the pastries, breads and nice night lunches." He also urged members to make sure their documents are up-to-date and to get a copy of the contract so they know what to expect aboard ship. Secretary thanked everyone for keeping common areas clean and thanked bosun for leadership. Educational director "wanted everyone to know that the union now has a great website" that includes a members-only portal with individual information such as sea time and medical records, plus current news about the union and industry. He said it's a good idea to check the sea time listed and if potential inaccuracies are found, contract headquarters. No beefs or disputed OT reported. Crew

discussed rotary shipping. They talked about various shipboard procedures and schedules, and stressed the importance of courtesy and working together.

PELICAN STATE (Crowley), February 29 – Chairman **Raymond Tate**, Secretary **Exxl Ronquillo**, Educational Director **Oscar Garcia**, Deck Delegate **James Hall**, Engine Delegate **Emanuel Paul**, Steward Delegate **Mauricio Fernandez**. Chairman discussed upcoming payoff and need for safety at all times. Secretary said room inspection went great. He thanked crew for keeping vessel clean. Educational director encouraged fellow members to upgrade at union-affiliated school in Piney Point, Md. Crew thanked steward department for job well done.

CHARGER (Maersk Line, Limited), March 16 – Chairman **Mathew Bevak**, Secretary **Gregory Broyles**, Educational Director **Andrew Linares**. Chairman thanked everyone for a good trip. He encouraged Seafarers to donate to SPAD, the union's voluntary political action fund. Secretary urged members to upgrade at Paul Hall Center in Piney Point, Md. Educational director thanked steward department for excellent job and reiterated encouragement to all members concerning upgrading in Piney Point. No beefs or disputed OT reported. Crew discussed vacation benefits.

LIBERTY GLORY (Liberty Maritime), March 18 – Chairman **Amante Gumiran**, Secretary **James Harris**. Chairman announced upcoming payoff in New Orleans. Secretary reminded everyone to clean rooms before leaving the vessel. Educational director encouraged fellow members to upgrade in Piney

Point and reminded everyone to keep documents current. Disputed OT in deck department; no beefs or disputed OT in others. Crew talked about not overloading washer or dryer. They thanked galley gang for great meals.

OVERSEAS ANACORTES (OSG), March 12 – Chairman **Felsher Beasley**, Secretary **Dana Paradise**, Educational Director **Cary Pratts**, Engine Delegate **Carlos Castillo**, Steward Delegate **Alfrancis Bauzon**. Chairman reported ship running well. President's report from LOG was read and discussed. Secretary noted forms are available and crew can see steward for them any time. Educational director reminded everyone to keep documents up-to-date and upgrade in Piney Point whenever possible. No beefs or disputed OT reported. New dryer expected to arrive tomorrow. Crew wants heavy bag for gym. Next ports: Port Everglades, Fla., and Pascagoula, Miss.

RACER (Maersk Line, Limited), March 10 – Chairman **Thomas Flanagan**, Secretary **Glenn Williams**, Educational Director **Paul Titus**, Deck Delegate **John Walsh**, Engine Delegate **Davon Brown**, Steward Delegate **Norma West**. Chairman announced payoff scheduled for Newark, N.J. He reported another good, safe trip and thanked entire crew for excellent efforts and good fellowship. Secretary reminding departing crew to put dirty linen in C-deck crew locker room. Educational director advised fellow members to protect their futures by taking advantage of the school in Piney Point. No beefs or disputed OT reported. Upcoming ports in addition to Newark include Charleston, S.C., Savannah, Ga., Mobile, Ala., and Houston.

Supporting Operation Enduring Freedom



The Seafarers-crewed *USNS Charles Drew* (left) is pictured April 5 in the Gulf of Oman while sailing in support of Operation Enduring Freedom. Approaching from the right is the guided-missile cruiser *USS Cape St. George*, ready for an at-sea replenishment. The *Drew* is manned in the unlicensed positions by members of the SIU Government Services Division. (U.S. Navy photo by Mass Communication Specialist 3rd Class Christopher S. Johnson)

Welcome Ashore

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



Continued from Page 17

ROBERT STEVENS

Brother Robert Stevens, 66, started his seafaring career in 1963. His first voyage was on an Isco Inc. vessel and his most recent ship was the *Elizabeth*. Brother Stevens sailed in the deck department. He lives in Santa Rosa, Calif.

while in the port of Norfolk, Va. His earliest trip was aboard a Gulf Atlantic Transport Corporation vessel. Brother Austin was born in North Carolina. He was last employed on the Mariner Towing. Brother Austin is a resident of Frisco, N.C.



ville. Brother Harrington was a member of the deck department. He often took advantage of educational opportunities at the Piney Point school. Brother Harrington continues to live in his native state, Texas.

THOMAS HORTON

Brother Thomas Horton, 54, began his seafaring career in 1984. The steward department member upgraded on numerous occasions at the Paul Hall Center. Brother Horton first sailed with Allied Towing. His final trip was with Express Marine Inc. Brother Horton calls North Carolina home.



Allied Towing. He shipped in the engine department and attended classes at the Seafarers-affiliated school in Piney Point, Md. Brother Jarvis makes his home in Wakefield, Va.

OLIVER STEINER

Brother Oliver Steiner, 66, donned the SIU colors in 1994 while in New Orleans. He was primarily employed with Westbank Riverboat Services. Brother Steiner was a member of the engine department. He is a resident of Coden, Ala.



He continues to reside in Wisconsin.

ALAN CHAPIN

Brother Alan Chapin, 62, started sailing with the union in 1992 in Detroit. The deck department member sailed mainly with Upper Lakes Towing Company. Brother Chapin went to the Paul Hall Center in 1995 to upgrade. He lives in Gladstone, Mich.



JAMES WADSWORTH

Brother James Wadsworth, 56, was born in Florida. He joined the union in 1973 while in Piney Point, Md. Brother Wadsworth originally worked on the *Overseas Aleutian*. The steward department member's final ship was the *Sgt. Matej Kocak*. Brother Wadsworth makes his home in Wilmington, N.C.



HUGH GIBBS

Brother Hugh Gibbs, 60, became a union member in 1990. In 1993 and 2001, he upgraded his skills at the maritime training center in Piney Point, Md. Brother Gibbs sailed in the engine department of vessels operated by Allied Towing for the duration of his career. He resides in Engelhard, N.C.

RONNIE HARRINGTON

Brother Ronnie Harrington, 61, joined the SIU ranks in 1989. He primarily worked with Crowley Towing and Transportation of Jackson-



WALTER JARVIS

Brother Walter Jarvis, 58, was born in Virginia. He signed on with the union in 1970 while in the port of Norfolk, Va. Brother Jarvis mainly worked on vessels operated by



GREAT LAKES

LONNEE AAKEBERG

Brother Lonnee Aakeberg, 62, was born in Superior, Wisc. He worked aboard Great Lakes Towing Company vessels. In 1993, Brother Aakeberg enhanced his seafaring abilities at the Piney Point school.



ALI ZAWKARI

Brother Ali Zawkari, 61, joined the SIU in 1972. His first vessel was the *George D. Goble*; his last, the *Sam Laud*. Brother Zawkari worked in the steward department and in 2008 completed training at the union-affiliated school in Piney Point, Md. He calls Detroit home.



INLAND

MEDFORD AUSTIN

Brother Medford Austin, 72, signed on with the SIU in 1968

Know Your Rights

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

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

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

by certified mail, return receipt requested. The proper address for this is: Augustin Tellez, Chairman Seafarers Appeals Board 5201 Auth Way Camp Springs, MD 20746

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

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

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

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

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

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

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

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

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

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

Paul Hall Center Upgrading Course Information

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

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

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

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

Title of Course	Start Date	Date of Completion
Deck Department		
Able Seaman	May 12	June 8
	August 4	August 31
	October 13	November 9
ARPA	June 2	June 8
	July 28	August 3
	October 27	November 2
Bosun Recertification	July 14	August 6
ECDIS	September 29	October 5
	December 8	December 14
Fast Rescue Boat	June 23	June 29
	July 28	August 3
GMDSS	June 9	June 22
	November 24	December 7
Lifeboatman/Water Survival	May 26	June 8
	June 23	July 6
	July 21	August 3
	August 18	August 31
	September 15	September 28
	October 13	October 26
	November 11	November 23
	December 8	December 21
Radar Observer	May 19	June 1
	July 14	July 27
	October 13	October 26
Radar Renewal (One day)	June 25	June 25
	August 13	August 13
	November 16	November 16
STOS	July 14	July 27
	September 15	September 28
Engine Department		
Adv. Refer Containers	July 14	August 10
Basic Auxiliary Plant Operations (BAPO)	May 26	June 22
	July 21	August 17
	September 15	October 12
	November 10	December 7
FOWT	June 23	July 20

Title of Course	Start Date	Date of Completion
FOWT	August 18 October 13	September 14 November 9
Junior Engineer	May 12 August 25	July 6 October 19
Machinist	July 28 August 18	August 17 September 7
Marine Electrician	October 20	December 14
Pumpman	September 8	September 21
Welding	June 2	June 22
	July 7	July 27
	September 15	October 5
	October 20	November 9
	November 24	December 14
Steward Department Upgrading Courses		
Chief Steward	July 7 October 13	August 17 November 23
Serve Safe	July 7 September 29	July 13 October 5
Chief Cook	These modules start every other week. The next class begins May 18.	
Galley Operations/Advanced Galley Operations	These modules start every Monday. The next classes will begin May 7.	
Safety Upgrading Courses		
Advanced Firefighting	June 2	June 8
	July 21	July 27
	July 28	August 3
	September 15	September 21
	September 22	September 28
Basic Firefighting/STCW	May 12	May 18
	June 23	June 29
	July 7	July 13
	August 11	August 17
	September 15	September 21
Government Vessels	October 13	October 19
	June 16	June 22
	August 18	August 24
	September 29	October 5
Medical Care Provider	November 24	November 30
	May 12	May 18
	June 9	June 15
	July 28	August 3
Tanker Asst. Cargo DL	August 4	August 10
	September 22	September 28
	December 8	December 14
Tanker Asst. Cargo DL	July 14	July 27

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 _____

COURSE

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 #757 – Eighteen Phase I unlicensed apprentices completed this course March 16. Graduating (above, in alphabetical order) were: Julio Bernardez, Richard Brockway, Crowder Carson, Jayson Cruz, Olympia Harley, Rene Hernandez Ramos, Tristan Jones, Sean McCarthy, Peter Mertz, Keith Miller, Kyle Nielsen, Juan Norales, Christopher Sanicola, Christopher Sears, Derrick Siefke, Grant Simonson, Joseph Spencer and Anthony Thomas. Class Instructor Ben Cusic is in the back row at the far right. (Note: Not all are pictured.)



Welding – Eight upgraders finished their requirements in this course March 23. Those graduating (above, in alphabetical order) were: Marie Acosta, Ashley Carmichael, Reginald Colbert, Terrance Colbert, Dwight Gordon, Reginald Hunter, Fidel Pascua and Cornelius Smith. Their instructor, Buzzy Andrews, is in the back row at the far right.



Radar Observer – Seven upgraders completed the enhancement of their skills in this course March 23. Those graduating (above, in alphabetical order) were: Timothy Culwell, Daniel Deneau, Kevin Johnson, Russell Macomber, Kevin Moore, Juan Negrón and Perry Schroff.



FOWT – The following Seafarers (above, in alphabetical order) completed their requirements and graduated from this course March 30: Abdullah Alamri, Major Brooks, Rommel Crespo, Romeo Cruda, Daniel Cunningham, Nathan Graddick, Lucion Liles, James Ross, Samuel Shuebrooks, Michael Souza, Steven Supplee, Mony Williams and Dhahabi Quraish. Class Instructor Tim Achorn is at the far right. (Note: Not all are pictured.)



Junior Engineer – The following individuals (above, in alphabetical order) completed this course March 16: Joel Bell, George Box, Tristan Brand, Matthew Bryant, Ernest Bullock Jr., Robert Crosby, Ordilio Evora, Alijohn Fernandez, Abdulkarim Ghaleb, Jason Greene, Leparte Jasper, Latanya Johnson, Allen Newgen, Phillip Nies, Joseph Noach, Antonio Perez, Lionel Rivera, Reinaldo Roman, Grayson Ross, Zachary Ross, Antonio Simon, Robert Stafford, Jonathan Tucker and Todd Williams.



Automatic Radar Plotting Aids – Six upgraders graduated from this course March 30. Completing their requirements (above, in alphabetical order) were: Timothy Culwell, Kevin Johnson, Henry Kenric, Russell Macomber, Kevin Moore and Perry Schroff.

Tankship Familiarization DL – Two classes of Phase III unlicensed apprentices completed this course March 23. Graduating (photo at right, in alphabetical order) were: Ali Kassem Ali, Jason Allen, Matthew Bailer, Khoury Bethea, Tania Carson, Matt Dalgetty, Joseph Dasteel, Sage Embleton, Terry Frazier, Andre Graham, Sean Hernandez, Robert Hofferth, Christopher Hughes, Jade Keller, Magare Kidane, Christopher King, Joseph Longuidice, Kaleb McGill, Yancey Mitchell, Angela Puchalsky, Adolph Romero, Brandon Simken, Justin Smith, John Sorsdal, Slawomir Tlalka and Burton Uys.



Paul Hall Center Classes



BST – The following Seafarers (photo at left, in alphabetical order) finished their requirements in this course March 9: Xavier Alfaro, Sonny Austria, Mario Batiz, Gabriel Bello, David Bennett, James DeMouy, Willie Doud, Jack Gainers, Artemia Gandeza, Ernesto Gonzaga, Ruben Haynes, Gil Lawrence, Eileen Mendiola, Larry Middleton, Raul Napoles, Penny Pollard, Luis Ramos-Rosa, James Stimage, Gemini Tacang, Kirk Willis and Kevin Wimbley. Mike Roberts, the class instructor, is at the far right.

Important Notice

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



Tank Barge DL – Eighteen upgraders improved their skills by completing this course March 12. Graduating (above, in alphabetical order) were: Carlo Balajadia, Mario Batiz, Wayne Bell, David Bennett, Dan Carman, Amancio Crespo, John Daunoras, Alfred Drake, Jack Gainers, Xavier Mercado, Brent Midgetts, Bryan Page, Morgan Piper, Keith Reeder, Derik Rye, James Stimage, Richard Weaver and Kirk Willis. Mitch Oakley, their instructor, is kneeling in the front row at the far left.



Medical Care Provider – The following Seafarers (above, in alphabetical order) graduated from this course March 9: Carlo Balajadia, Amancio Crespo, Milan Dzurek, Carlo Johnson, Steven Jones, M'Barek Nouhairi, Morgan Piper, Louis Santiago, Jeremy Scheil and Jonathan Stratton.



Basic & Advanced Fire Fighting – Nine individuals completed this course March 9. Graduating (above, in alphabetical order) were: Mohamed Ahmed, Roy Carey, Daniel Deneau, Rafael Lanila, Bryan Page, Derik Rye, Gerry Schroff, Jon Silveira and Scott Thompson. Class Instructor Wayne Johnson is in the back row at the far right.



Medical Care Provider – The following upgraders (above, in alphabetical order) finished their requirements and graduated from this course March 16: Mohamed Ahmed, Rafael Lanila, Bruce Morris, Stephen Morris III, Gil Pruitt, Scott Thompson and Allen Ward. Class Instructor Mark Cates is standing at the far right.



BST (Hawaii) – The following individuals (above, in no particular order) completed this course March 10 at the Seafarers Training Facility in Barbers Point, Hawaii: Darlene Dominguez, Souleymane Sall, Janalee Adams, Rebecca Addison, Daniel Eiden, Adriano Girangaya Jr., Katia Pogarchenka, Neil Shyte, Ndeye Fall, Mark Henderson, McKenzie Neuman, Heather Schwartz, Joseph Staples, Rosetta Hurst, Tonique Newell, Joseph Ritchey, Amareca Thompson, Rebecca Kotte, Daniel Minzer and Wilford Simmons.



BST (Hawaii) – Sixteen individuals finished this course March 24 at the Seafarers' Hawaii-based training facility. Those graduating (above, in no particular order) were: Craig Cady, Allison Boyd, Chad Collins, Julian Fernandez, Arianna Keever, Lance Vallis, Joseph Almeida, Michele Borchew, Brian Straub, Peter Fu, Jasmine Pierce, Amanda Stuart, Jeffrey Drown, Elpidio Ramos, Scott Mikelonis and George Solomon.

School Offers Comprehensive Steward Training

Paul Hall Center's Upgrading Courses Help Mariners Advance

In the eyes of many Seafarers, the backbone of a ship is the steward department. After a hard day's work in the engine room or on deck, everyone looks forward to a delicious meal.

Members of the steward department have ample opportunities to maintain and upgrade their skills at the union-affiliated Paul Hall Center in Piney Point, Md.

The steward department typically is composed of three different ratings. The entry-level position is Steward Assistant (SA), followed by Chief Cook, and then Chief Steward.

"What's important for prospective upgraders to remember is that working your way up is a process," said Paul Hall Center Executive Chef John Hetmanski. "The program is by-design, meaning that we have stewards completing the course and then going out to sea for more seetime for a reason. We need Seafarers to have the opportunity to practice the specifics of what they've learned at sea before they can continue with their education."

The first course that a Seafarer with the required seetime can take is Galley Operations. To be eligible for the course, a student must have successfully completed the Unlicensed Apprentice (UA) program (prior to Oct. 17, 2009) and have six months of seetime sailing as SA or have one year seetime sailing as SA. The four-week course covers basic safety and equipment training and also teaches attendees basic sanitation skills. By the end of the course, students should be able to make simple baked goods like breads and cookies and other dishes.

The next step in the upgrading process

is the Certified Chief Cook course. This 12-week course is done in six two-week modules and is designed to increase skills in cooking, sanitation, and safety. For Seafarers to be eligible for this course, they must either have successfully completed the UA program (after Oct. 17, 2009) and have six months seetime as an SA or, if they completed the UA program prior to Oct. 17, 2009, then they must take Galley Operations and then have six months seetime as an SA. Another prerequisite option is to complete Galley Operations and sail for one year as SA.

The Chief Cook course not only teaches students many fundamentals of cooking fish, meat, vegetables, and soups, but also teaches the complexities of menu planning and recipe development. Another important component of the course is ServSafe certification. ServSafe is a widely used program that specializes in food service management. The classes include classroom instruction and a practicum where potential Chief Cooks try out their skills in a real-life setting at the school.

Advancing to a Chief Steward rating initially involves taking the Advanced Galley Operations course, which takes place over four weeks. The course reinforces skills that steward department members learned in other classes and also introduces some international recipes and computer training. This course has a six-month seetime prerequisite sailing as a Chief Cook and completing the aforementioned Certified Chief Cook course.

The final step in becoming a Chief Steward requires an additional six months



Upgraders in the photo above, as well as those shown in the other two photos below, sharpen their skills at the union-affiliated school in Piney Point, Md.

of seetime as a Chief Cook after taking the Advanced Galley Operations course and then completing the Chief Steward upgrading course. The Chief Steward course is six weeks long; it covers topics in various areas that a person in control of a galley will need to succeed. A Chief Steward candidate will take basic supervision, computer application or information technology, food production, menu planning, and inventory management. The course, overall, emphasizes effective management of a galley, including menu planning and being able to manage inventory by computer. In addition, instruction in leadership and conflict resolution is included.

With top-notch instructors and state-of-the-art training facilities available at the Paul Hall Center, members of the Steward Department have all the tools they need at the ready for not only upgrading their careers, but for continuing to provide nutritious and great-tasting meals for fellow mariners.

Steward Dept. Courses At the Paul Hall Center

Galley Operations (4 weeks) – Must have successfully completed UA program (prior to Oct. 17, 2009) and have six months' seetime sailing as SA or one year's seetime as SA.

Certified Chief Cook (12 weeks) – Must have successfully completed the UA program (after Oct. 17, 2009) and have six months' seetime as SA or successfully finished UA program (prior to Oct. 17, 2009), Galley Operations, and six months' seetime as SA or must have successfully completed Galley Operations and one year's seetime as SA.

Advanced Galley Operations (4 weeks) – Requires taking all the above courses and having six months' seetime sailing as a Chief Cook.

Chief Steward (6 weeks) – Requires taking all of the above courses and having six months' additional seetime sailing as a Chief Cook.



Gov't Services Galley Gangs Earn MSC Excellence Awards

Four Seafarers-crewed ships have been honored by the Military Sealift Command (MSC) for food service excellence. The four vessels, the *USNS Sacagawea*, *USNS Richard Byrd*, *USNS Kanawha*, and *USNS Guadalupe* are crewed by members of the SIU Government Service Division.

MSC presented the 2012 David M. Cook Food Service Excellence awards to representatives of the ships at the International Food Service Executives Association's Joint Military Awards Ceremony in San Diego, Calif., March 31. More than 600 people were on hand for the awards, ranging from rank-and-filers to military

leadership, food service executives, and others.

"I take great pleasure in commanding all of the food service personnel who participated in this year's awards program," said Rear Adm. Mark Buzby, commander of MSC. "Your exceptional efforts keep morale and quality of life at peak levels. Congratulations and Bravo Zulu for a job well done."

The awards were given in four separate categories: East Coast large ship, West Coast large ship, East Coast small ship, and West Coast small ship. The *Sacagawea* won for East Coast large ship; the *Byrd* won for West Coast large ship; the *Kanawha* won for East Coast small ship; and the *Guadalupe* took home the award for West Coast small ship.

Seafarers who sail in the steward department are known industry-wide as being excellent cooks but these

awards really put the icing on the cake, according to some of the winners.

"We're already looking toward next year," said Chief Cook **Frank Porter** of the *Sacagawea*. "We're really focusing on the 'Healthy Heart' program and continuing to decrease the amount of fat and salt in our menu items. We're looking at what restaurants do and trying to incorporate those practices into how we prepare and serve our food. We're really going to have to step up our game if we want to win again next year. This is a very competitive award and there are some really good cooks out there on our ships."

In addition to the award, the winning galley gangs also receive a week of shipboard culinary training with a certified executive chef to help continue the pattern of excellence shown by the Seafarers.