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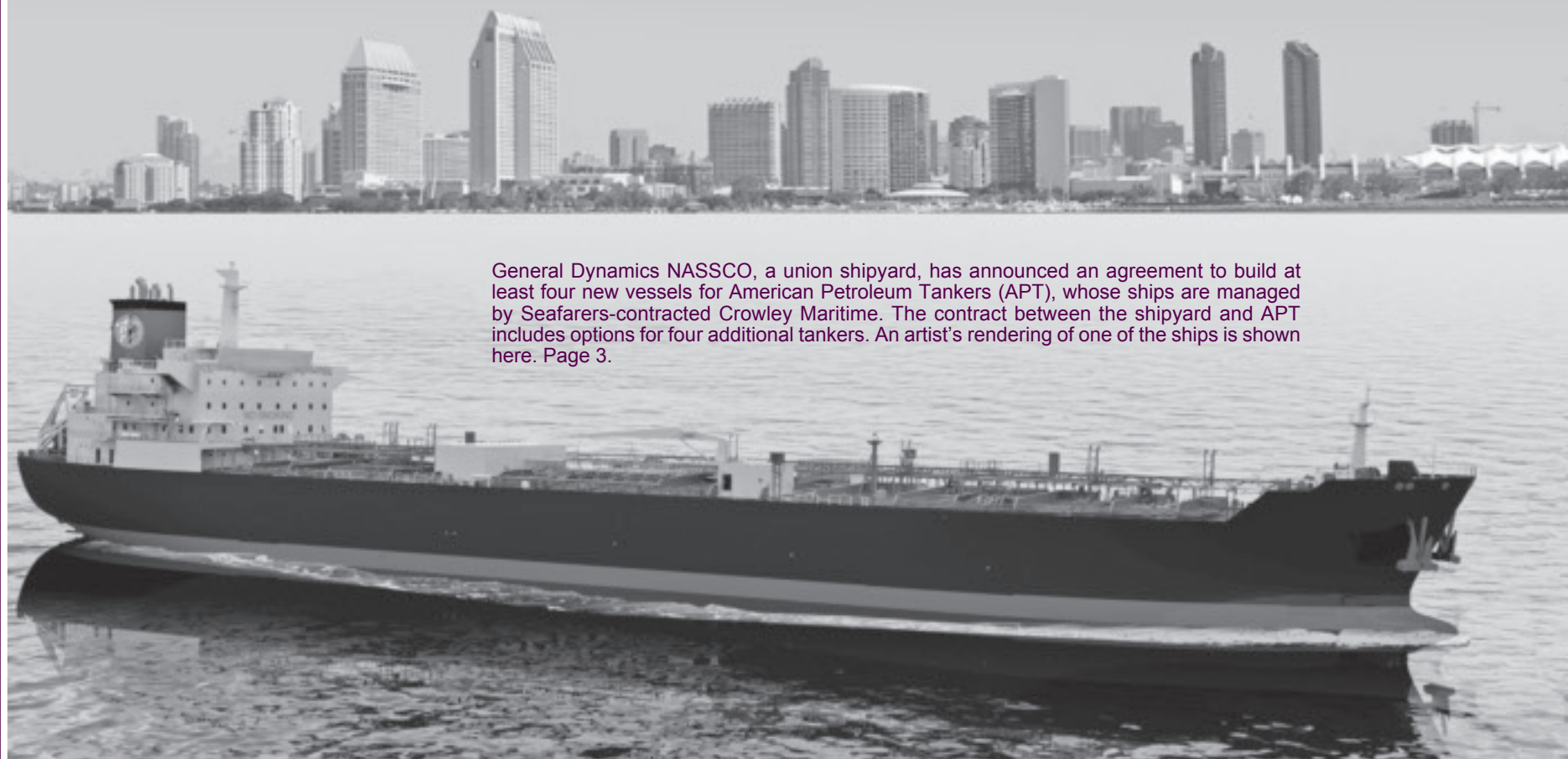
Volume 75, Number 7

July 2013

Seafarers Log

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters, AFL-CIO

New Tankers Ordered



General Dynamics NASSCO, a union shipyard, has announced an agreement to build at least four new vessels for American Petroleum Tankers (APT), whose ships are managed by Seafarers-contracted Crowley Maritime. The contract between the shipyard and APT includes options for four additional tankers. An artist's rendering of one of the ships is shown here. Page 3.

SHBP Scholarship Winners Announced Page 7

Seafarers Support Military Exercise 'Dawn Blitz 2013'



SIU members aboard the prepositioning ship *USNS 1st Lt. Jack Lummus* recently supported our troops participating in exercise Dawn Blitz 2013. Here, cargo splashes ashore in southern California during the multinational training. The *Lummus* is operated by Maersk Line, Limited. (Photo courtesy U.S. Military Sealift Command)

Maersk Continues Fleet Upgrade

SIU-contracted Maersk Line, Limited last month was on schedule to complete the reflaggings of eight vessels being brought under the Stars and Stripes, including the *Maersk Detroit* (below). The company is replacing older ships with newer, larger ones, all of which will be enrolled in the U.S. Maritime Security Program. Page 3.



MSC Commander Salutes Mariners
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Port Council Honors ATC President
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More 'Deep Freeze' Photos
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President's Report

Big Win, but Food for Peace Fight Continues

The fight isn't finished, but the SIU helped secure a significant victory for our membership and the U.S.-flag Merchant Marine in mid-June as the U.S. House of Representatives voted down an amendment that would have wiped out American jobs by essentially gutting the Food for Peace program as we know it.



Michael Sacco

Our opponents are gearing up for a likely second attempt to cripple Food for Peace (also known as Public Law/PL-480) at press time, but we will not let up, either.

Meanwhile, there are some important points to take from the 220-203 vote against the original amendment that was tacked on to a much larger agriculture bill which the House ultimately also rejected. The main one is that our political activities, both as an individual union and in conjunction with our allies from throughout the industry, are as vital to our survival as new ships and proper training and ample cargo. That concept itself isn't exactly breaking news, I know, but it is a timely and powerful illustration of why we're active on Capitol Hill.

This is why we support pro-maritime, pro-worker politicians no matter the party. This is why we promote SPAD and participate in the annual congressional Sail-In, among many other grassroots efforts. This is why we ask you to make sure you're registered to vote, to meet with your elected officials and to help get out the vote.

Only 17 votes stood between maintaining tens of thousands of U.S. jobs related to PL-480 and potentially wiping them out so our government could make cash payments to foreign countries. Measured another way, the margin was even smaller: If nine votes had been reversed, the damaging amendment would have passed.

Those numbers show that we can't afford to relax. It's still mind-boggling to me that there are people in Washington who seem eager to wipe out such an effective, time-tested program that does so much good not only for Americans, but also for people around the world. But, that's where we are, and that's why we will work on this issue however long it takes to not only preserve the existing program but also restore the sneaky cuts that were made to it last year.

This is no time for gloating but I do want to sincerely thank our rank-and-file members for your letters and phone calls to Congress leading up that vote on the amendment. Politicians pay attention to their constituents, and whether you mailed a letter or sent an email or made a phone call urging them to keep Food for Peace intact, your voices made a difference. And this was no easy victory – we faced opposition from others in addition to the usual anti-worker suspects.

Even a few traditional supporters of maritime seemingly have been hoodwinked into thinking the program might be more effective by changing it to a cash scheme through which American taxpayer dollars are handed to foreign interests with no transparency or accountability. Where those specific individuals are concerned, I don't doubt their intent, but I believe they've swallowed a fish story.

We will continue to post updates on this fight on our website and on our social-media pages. Meanwhile, I again thank our members for your support in this critical battle, and I urge you to remain ready to answer the call again. We're fighting for our future and our jobs. That's a fight I have no intention of losing.



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

New MSC Commander Shannon Salutes U.S. Merchant Mariners

Rear Adm. Thomas K. Shannon recently expressed his gratitude for the countless contributions U.S. Merchant Mariners—past and present—have made toward the defense and prosperity of our country. Admiral Shannon is commander of the Military Sealift Command (MSC), the world's largest employer of U.S. Merchant Mariners.

On May 22, Shannon led a rousing round of applause that was directed to a contingent of apprentices from the SIU-affiliated Paul Hall Center who participated in National Maritime Day Ceremonies at the U.S. Department of Transportation in Washington, D.C. More recently, he paid tribute to mariners in his Memorial Day column which was printed in the June 2013 edition of one of his command's authorized publications, the *Sealift*.

Shannon, in the piece which ran under the headline "Remembering The Forgotten," in part said: "Memorial Day is traditionally a time to honor those who not only served our United States of America, but those who in their service made the ultimate sacrifice for our country. Army, Navy, Air Force, Marine Corps, Coast Guard: these are our men and women who bear arms and go in harm's way because they are the warriors of our great nation. Each year in May, we remember and honor our warrior heroes."

"But there is another important group of men and women who do not wear the uniforms of our armed forces, yet still willingly go in harm's way for our country, and they have done so since our nation was born."

"These are our brave, self-sacrificing men and women of our United States Merchant Marine."

After noting that merchant mariners from the 13 united colonies led the way to our freedom more than more two centuries ago, Shannon said that they have been part of our nation's security and prosperity ever since. He recounted mariner's contributions during the Civil War, World Wars I and II, and the Korean and Vietnam Wars.

"Our merchant mariners unloaded cargo ships in Kuwait harbor under threat of enemy missile attack during the first Gulf War," the admiral said while changing his



Rear Adm. Thomas K. Shannon, commander, Military Sealift Command, addresses the audience during the May 22 Maritime Day Ceremony in Washington, D.C.

focus to the modern era. "Today, they support our Navy and our nation in Afghanistan and the Arabian Gulf, delivering life-saving mine-resistant, ambush-protected vehicles; Navy patrol boats, fuel and combat supplies to our troops."

Shannon stated that our nation has benefitted from the professionalism and expertise of civilian American mariners for 237 years. "Whenever – wherever – duty calls, they deliver, keeping our Navy on station, forward deployed and ready to face any aggressor," he said.

"Our Navy is proud of our civilian mariners, and on May 22 each year, we honor our shipmates who have crossed the bar for the last time," Admiral Shannon concluded. "In this month of remembrance, as we honor all who have fallen in service to our nation, please remember the men and women of our U.S. Merchant Marine."



In this file photo from 2012, Bosun Kissinfor Taylor (front) carries a stroke victim to safety aboard the *Horizon Reliance* as Chief Engineer Sean Stevens guards from behind.



On behalf of the crew of the tug *Explorer*, Crowley's Andrew Legge (left) accepts a letter of commendation from CSA Chairman Capt. Bruce Fernie.

SIU-Crewed Ships Earn Safety Recognition Numerous Union-Contracted Companies Honored by CSA

As usual, the SIU and its contracted operators were well-represented at the annual safety awards gathering hosted by the Chamber of Shipping of America (CSA). This year's event took place May 23 in New Orleans, and SIU-crewed vessels received many accolades.

The *Horizon Reliance* and the Crowley tug *Explorer* took home some of the top honors awarded for rescues, while numerous union-contracted companies earned awards for operating at least the last two years without a mariner involved in a lost-time injury.

The *Horizon Lines* vessel, in fact, received citations of merit for two separate rescues. The first saw the Jones Act ship save three people whose sailboat sank off Hawaii, while the second involved the rescue of an elderly man who suffered a stroke 1,100 miles off Oahu.

The crew of the *Explorer* received a letter of commendation helping rescue two people from a disabled vessel 30 miles west of Providenciales, Turks and Caicos Islands.

Altogether, the CSA represents 35 U.S.-based companies that own, operate or charter oceangoing tankers, containerships, and other vessels engaged in both the domestic and international trades. The association also represents "other entities that maintain a commercial interest in the operation of such oceangoing vessels."

During the awards ceremony, CSA President Joseph

Cox pointed out that since the group first convened in 1958, there's been tremendous growth in the number of companies earning Jones F. Devlin awards (for extended periods without lost-time injuries).

"This extraordinary record is directly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation," he said.

He added that the CSA's "involvement in safety is longstanding. We continue to represent the industry, domestically and internationally, on safety issues encompassing every facet of ship operations. It is, therefore, only fitting that an industry so focused on safety, publicly recognizes the skills and dedication of the women and men who are responsible for actions in keeping with the highest traditions of the sea – aid to those in peril."

Seafarers-contracted recipients of the 2012 Devlin awards included Alaska Tanker Company, Crescent Towing, Crowley Maritime and several of its subsidiaries, E.N. Bisso & Son, Farrell Lines, American Overseas Marine (AMSEA), Harley Marine, Higman Barge Lines, Horizon Lines, Keystone Shipping, Maersk Line Limited, Moran Towing, Ocean Shipholdings, OSG Ship Management, Patriot Contract Services, Seabulk Tankers, Seabulk Towing, Totem Ocean Trailer Express (TOTE) and USS Vessel Management.



The NASSCO shipyard is pictured at sunrise. The yard employs union workers and has produced numerous Seafarers-contracted vessels. (Photo by Ken Wright)

Tanker Order Means New SIU Jobs

NASSCO to Build at Least 4 Jones Act Ships for APT

New SIU-crewed tankers are on the way following an early June announcement from San Diego-based General Dynamics NASSCO, a union shipyard.

NASSCO has signed an agreement with an affiliate of American Petroleum Tankers (APT) for the design and construction of four 50,000 deadweight ton LNG-conversion-ready product carriers with a 330,000 barrel cargo capacity. The contract includes options to build four additional ships.

Seafarers-contracted Crowley Maritime manages vessels for APT.

Construction of the first tanker is scheduled to begin in the third quarter of 2014, with deliveries slated to start in the fourth quarter of 2015, continuing through 2016. The four-ship APT contract will add as many as 800 jobs at NASSCO during construction and a substantial number of shipboard jobs once the vessels are sailing.

The 610-foot-long tankers are a new "ECO" design that offers improved fuel efficiency and incorporates the latest environmental protection features, including a ballast water treatment system. The ships will be designed by DSEC, a subsidiary of Daewoo Shipbuilding & Marine Engineering (DSME) of Busan, South Korea.

According to NASSCO, the tankers will have dual-fuel-capable auxiliary engines and the ability to

accommodate future installation of an LNG fuel-gas system.

"Credit goes to everyone involved with this project, including the SIU members who eventually will sail aboard the new ships," stated SIU Vice President Contracts George Tricker. "It's hard to overstate the significance of new ships being built for the Jones Act trade."

Fred Harris, president of General Dynamics NASSCO (and a former union mariner), said, "By continuing to bring the most economical and environmentally sound technology to Jones Act operators, these ECO tankers show our continued commitment to be one of the most innovative shipyards in America. I am pleased to renew our partnership with APT on this exciting new program. Along with TOTE, this is the second return customer we have welcomed back to NASSCO within the past six months, which speaks to the high-quality workmanship of our skilled workforce."

Rob Kurz, CEO of APT, said, "This investment demonstrates our continued commitment to building and operating ships for the U.S. Jones Act trade. We are proud to bring new U.S.-built tonnage into the market at this exciting time, helping our country achieve its longstanding strategic objective of energy independence."

SMPPP Announces Positive Changes

The Seafarers Money Purchase Pension Plan (SMPPP) recently announced a few modifications designed to improve benefits and expedite payments.

In mid-June, a letter was mailed to participants (it's also posted on the SIU website) alerting them that as of July 1, administrative functions of the SMPPP will be performed by the Seafarers Plans' office in Camp Springs, Md. Previously, a third-party administrator handled them. Participants now may direct SMPPP inquiries through the Plan's toll-free number: 1-800-252-4674 (prompt number six on the menu choices).

Another modification allows participants over the age of 70 to withdraw their full account balances in the form of a lump-sum distribution even if they continue to work in covered employment. Married employees with account balances greater than \$5,000 must obtain spousal consent for the distribution.

Also, a less-restrictive one-year waiting period has been adopted when it comes to eligibility for withdrawing money. Specifically, a participant is now eligible for a withdrawal benefit if he or she intends to leave the industry and has not worked for a signatory employer for at least 12 months. (This change essentially negates the need for hardship distributions, and with that in mind, the hardship pilot program has been discontinued.)

In the letter to participants, Seafarers Plans Administrator Maggie Bowen noted, "In considering these new benefit options, please be mindful that there may be tax consequences. You should discuss these potential tax implications with your tax advisor."

Based on these changes, updated forms and a revised summary plan description booklet have been posted in the Member Benefits section of the SIU website, www.seafarers.org. The guide, participant letter and enrollment form are located under the Seafarers Money Purchase Pension Plan tab, while the enrollment form and three separate application forms may be found under the Applications tab.

Seafarers Crew up New Maersk Containerships Company Invests Capital in Eight Newer, Larger Vessels

Seafarers-contracted Maersk Line, Limited (MLL) was on schedule to complete a major upgrade in its container-ship fleet as this edition went to press. The company is replacing eight vessels with eight newer, larger ones by reflagging them under the Stars and Stripes.

The process started in late April and was slated to wrap up in late June or early July.

"The efforts of the mariners on board the transitioning vessels and colleagues ashore have been excellent, assuring a timely and smooth progression of the reflagging process," stated MLL President and CEO John Reinhart. "We want to express our gratitude to the U.S. Transportation Command, the Maritime Administration, the U.S. Coast Guard, and our labor union partners. With their support, these eight ships will increase the versatility of the U.S.-flag fleet."

As previously reported, all eight vessels will join the Maritime Security Program (MSP) and Voluntary Intermodal Sealift Agreement (VISA).

"We are pleased to bring more modern and useful assets into the MSP and VISA fleets," added Reinhart. "The vessels will augment our nation's security and sustain jobs for the U.S. Merchant Marine, the fourth arm of our national defense."

The new additions are the *Maersk Chicago*, *Maersk*

Denver, *Maersk Detroit*, *Maersk Memphis*, *Maersk Columbus*, *Maersk Pittsburgh*, *Maersk Hartford* and *Maersk Atlanta*. They replace the *Maersk Virginia*, *Sealand Meteor*, *Sealand Champion*, *Maersk Wyoming*, *Sealand Mercury*, *Maersk Georgia*, *Sealand Eagle* and *Sealand Racer*. The reflaggings were taking place in Jebel Ali.

The vessels are joining Maersk Line's weekly Middle East Container Line service (MECL1). According to the company, this route serves commercial customers and the U.S. military, and it transports U.S.-grown food aid. "MECL1 will be the industry's only direct U.S.-flag service to and from the U.S. East Coast and Pakistan, and the service includes a new stop in Algeiras, Spain," MLL announced.

The company added, "Since 2000, MLL has invested more than \$1.75 billion dollars to modernize its fleet in support of the U.S. government and military. The vessels are about 10 years younger than the outgoing ships, offering improved fuel efficiency and environmental performance."

The eight incoming vessels are named "in honor of American cities that have brought industrial vitality to the U.S. economy through manufacturing, finance, transportation, and exports."



The *Maersk Hartford* is part of MLL's influx of newer, larger vessels crewed by SIU members.

ATC CEO Earns Labor-Management Award

Safety, Commitment to Workers Highlighted at MTD Gathering

The strong relationship between American maritime labor and Seafarers-contracted Alaska Tanker Company (ATC) was highlighted May 30 as ATC President and CEO Anil Mathur was honored with the Puget Sound Maritime Trades Port Council's 2013 Labor-Management Award.

Presented to Mathur in Seattle by SIU Tacoma Port Agent Joe Vincenzo, the award recognized Mathur's "deep appreciation for and promotion of maritime commerce, safe marine practices, and progressive operations/labor relations on the waterfront."

In his introductory remarks, Vincenzo said Mathur was well-known and respected for his focus on safety and his dedication to ensuring mariners get the training and opportunities earned by their hard work.

"If you looked at his bio, you might think someone who's a graduate of Harvard Business School and who also has an engineering degree would look at seagoing operations as just a series of numbers and calculations and schedules. But that is not who Anil is," Vincenzo said. "He is a compassionate leader, someone whose authority and leadership is respected even while being a true friend to his employees."

Mathur has served as ATC's president and CEO for more than 13 years. During that time, the company – which has four



Celebrating the award are (from left) ATC Labor Relations Director Bill Cole, SIU Port Agent Joe Vincenzo, ATC President/CEO Anil Mathur and Port Council President Vince O'Halloran.

state-of-the-art, SIU-crewed tankers carrying crude oil from Alaska to the West Coast – has moved nearly a billion barrels without spilling a single drop of oil into the sea. Its safety record leads the industry and the company has only had one lost-time injury (a finger injury) over the past 11 years.

"Alaska Tanker Company has a well-earned, long-term, richly deserved identity as a safe operator every time, all the time," Vincenzo said. "Just today I was talking with a chief steward in the ATC fleet and he said that Anil was adamant about safety and by that he meant, and I quote, '[Anil] really wants you to go home in one piece,

the same way you came to the ship.'"

That kind of leadership, said Vince O'Halloran, president of Puget Sound Maritime Trades Port Council, is something to look up to.

"Anil is the kind of leader all of us working on the waterfront admire," O'Halloran said. "He is committed to running his operation in a manner that respects the environment and the safety of his crews. He wants his people to come home to their families in as good shape as when they left – and they do, despite the often harsh environments in which they earn a living."

Touching on those harsh conditions and ATC's impressive ability to hold such a high safety standard despite them, Vincenzo quoted Mathur himself.

"It is one thing to preach safety in the controlled environment we experience in our onshore offices," Mathur said. "It is quite another to deliver predictable, safe and environmentally sound operations day-in and day-out, in every job, in the harsh environment of our trade, for well over a decade."

That commitment to safety and the wellbeing of his employees, Vincenzo added, not only exemplifies why Mathur was given the award; it also defines his legacy.

"If you ask anyone to name the first thing that comes to mind when they hear Anil's name, they'll all say the same word: safety," Vincenzo said. "He cares about every single man and woman on those ships and about the loved ones they go home to when the voyage is done."

TOTE's Planned LNG Containerships Receive Global Honors for Innovation

Seafarers-contracted TOTE, Inc. early last month became the first U.S. business to take home the Next Generation Shipping award at the Nor-Shipping conference, a high-profile international maritime forum. The company was recognized for its liquefied natural gas-powered (LNG) containerships, ordered late last year and

scheduled for delivery in 2015.

TOTE announced the honor June 7, at the end of the four-day gathering in Oslo, Norway. An independent panel including representatives from the International Maritime Organization, The Norwegian Marine Technology Research Institute and other groups selected honorees for

several awards.

Construction of the LNG-powered vessels will take place at General Dynamics NASSCO in San Diego – a union shipyard. TOTE's order is for at least two ships and includes options for up to three additional ones.

"To say we are both honored and humbled by this prestigious internationally recognized award would be a significant understatement," said Anthony Chiarello, TOTE's president and CEO. "The team at TOTE, along with our partners at NASSCO, has spent many months working on this project, which we believe will have a lasting impact on our industry and the future of ship design. While we are proud to be the first-ever ship owner to construct LNG-powered container vessels, we are quite confident we will most certainly not be the last."

The conference takes place every other year, and the awards recognize achievement in three areas: energy efficiency, innovative ship design and young entrepreneurship. With a focus

on innovation, the Next Generation Shipping award honors the most promising design for ships that will be at sea in the coming decade. According to TOTE, "The award is given to the ship project demonstrating the greatest advances in design, as assessed with respect to energy efficiency, innovation, suitability and flexibility, technology utilization, safety and security, and environmental sustainability."

The LNG-powered vessels will operate in the Jones Act market between Jacksonville, Fla., and San Juan, P.R. Each will be 764 feet long, with capacity of 3,100 20-foot-equivalent units (TEU). Construction of the first ship is slated to begin in March 2014.

LNG fuel is projected to reduce ship emissions "95 percent below even the world's most stringent air quality standards," TOTE reported. "LNG will virtually eliminate sulfur dioxide and particulate matter, and results in reductions of carbon dioxide and nitrous oxide beyond any other fuel source."



TOTE's LNG-powered containerships, shown in this artist's rendering, are scheduled to begin sailing in 2015.

Proudly Supporting Wounded Warrior Anglers

As reported in detail in the June LOG and online, the SIU-affiliated Paul Hall Center for Maritime Training and Education on April 24 hosted the inaugural Seafarers Waterfront Classic, a fishing tournament which benefited both the school and the Wounded Warrior Anglers of America. As a result of the fundraiser, the union enthusiastically presented a check for \$20,000 to Wounded Warrior Anglers officials at the organization's headquarters in Cape Coral, Fla. SIU Port Agent Kris Hopkins (third from right) made the presentation to Wounded Warrior Anglers President and co-founder David Souders (fourth from left). Also pictured (from left) are veteran Guy Lee, caregiver Rosa Vazquez, veteran Angel Vazquez, Wounded Warrior Anglers VP and co-founder Judy Souders and veteran and board member Tony "The Judge" Rogers. Visit woundedwarrioranglers.org for more information about the Wounded Warrior Anglers of America.





Outgoing ITF General Secretary David Cockroft (left) poses with an award and SIU Secretary-Treasurer and ITF Seafarers' Section Chairman David Heindel on the eve of Cockroft's retirement from the federation.

ITF Changes Leadership

Outgoing International Transport Workers' Federation (ITF) General Secretary David Cockroft spent his final day as the ITF's official leader May 31 formally handing the reins over to his successor, Stephen Cotton.

Cotton has served as acting general secretary since being elected by the ITF executive board in October of last year. He's spent the time since then gradually taking over many of the day-to-day responsibilities prior to Cockroft's official departure.

"From June 1, Stephen will assume all the powers, duties and responsibilities of the post," Cockroft said. "I am not saying that from then on he is on his own. I will continue to provide any advice which he asks for and I will participate in all the forthcoming regional conferences, but the decision and the management of the ITF secretariat will be his."

The SIU is one of the approximately 700 unions affiliated with the ITF, which is headquartered in London. Those affiliates are based in 150 countries and they collectively represent millions of transport workers. SIU Secretary-Treasurer David Heindel chairs the ITF Seafarers' Section.

Cotton praised Cockroft's more than 20 years of leadership as the ITF's general secretary. In a message to his ITF colleagues, Cotton said Cockroft's reign had seen unprecedented growth in the ITF's operations and better working conditions around the world.

"He rigorously pursued international solidarity actions, no more so than when trade union leaders were victimized, assaulted or even murdered," Cotton said. "His persistent and determined campaigns were successful on many occasions in obtaining the release of those who had been imprisoned."

Cockroft, meanwhile, said the ITF could expect big things from Cotton.

"The ITF is a great organization and I have every confidence that it will continue to grow in strength and importance under Stephen's leadership," he said.

While Cockroft's retirement will take



ITF General Secretary Stephen Cotton

him out of the ITF's day-to-day operations, the outgoing general secretary said he'll still be available if the organization needs him. He added he still plans to fulfill some global union duties for a period of time and will attend a series of conferences later this year.

"I will continue to carry some global union responsibilities for some time, and I will attend the series of regional conferences which are planned for the remainder of this year and the ITF women's conference, which will be held in New Delhi next year," Cockroft said. "I will also continue to serve as director of Seafarers' Rights International, which although totally independent of the ITF is still based at ITF House."

Cotton said he appreciated Cockroft's willingness to stay involved, adding he was ready to begin the ITF's next phase.

"I now look forward to working with all of you, as we enter a new phase in the continuing development of the ITF and in our efforts to meet the enormous challenges that face us," Cotton said.

Maritime, Labor Communities Mourn Late Senator Lautenberg

Legislator Was Longtime SIU Ally

Sen. Frank Lautenberg (D-N.J.), a longtime supporter of maritime and the labor movement, died June 3 at age 89.

Lautenberg, who served as the chairman of the Senate Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security, was a leader on a variety of maritime issues, including the Jones Act, the Maritime Security Program, Coast Guard funding and shipping safety. He was also the last remaining World War II veteran serving in the Senate.

"Senator Lautenberg will be greatly missed," said SIU President Michael Sacco. "He was a dedicated public servant who fought to protect the country and keep Americans working. His support of the U.S. Merchant Marine was ironclad and he was a tireless defender of the nation's mariners."

Lautenberg's strong support of maritime was made clear in his keynote address during the 2011 National Maritime Day ceremonies in Washington, D.C.

"I witnessed firsthand the difference the merchant marine makes. I have tremendous respect for our country's mariners. The work that you do is vital," Lautenberg said during his 2011 speech. "You are civilians who are patriots, and we wouldn't be where we are today without the heroic contributions of mariners. I salute the courage and service of those who fought on merchant ships and who contribute so much to our security and economy."

Throughout his career, Lautenberg often used his position to promote maritime safety and training. He introduced legislation in 2009 that addressed the system of medical evaluations for U.S. mariners, backlogs in the documentation system and the role fatigue plays in maritime casualties.

Lautenberg was first elected to the Senate in 1982 following a successful business career. While he retired from the Senate in 2000, he decided to run again in 2002 when the state's other Senate seat became vacant. Throughout



Sen. Lautenberg speaks at the 2011 National Maritime Day gathering in Washington, D.C.

it all, Lautenberg was a committed supporter of the labor movement.

"He never forgot his working class roots as he became enormously wealthy as an entrepreneur," said AFL-CIO President Richard Trumka. "Until his passing, he was committed to the fight for the empowerment of workers and for ensuring equal opportunity for everyone."

Following his death, tributes celebrating Lautenberg's service in the Senate came from all over. Defense Secretary Chuck Hagel praised Lautenberg as a "strong advocate for the men and women of our armed forces and their military families," while Transportation Secretary Ray LaHood said the nation lost a "true champion" with Lautenberg's passing.

"Frank's tireless advocacy for transportation safety saved many lives – he truly was the Safety Senator," LaHood said.

SIU Helps Make Sail-In Successful



This year's U.S. Maritime Industry Congressional Sail-In proved successful as SIU officials and many other representatives from throughout the industry converged on Capitol Hill. As reported in last month's *LOG* and on the SIU website, 135 participants from all segments of the industry were involved in 157 meetings with members of the House and Senate or their staffs. Pictured after one of those meetings on May 8 are (from left) John Hourihan of Crowley, Nick Martine of Lockheed Martin, U.S. Rep. Steve Southerland (R-Fla.), SIU VP Nick Marrone, and Dave Weathers of AMO.

Reminders Concerning Credentials

Officials in the union's manpower office are offering members some reminders regarding the maintenance of merchant mariner credentials (MMC).

It is especially important that new endorsement stickers are placed on the next empty MMC page and added in order as numbered by the National Maritime Center (NMC). Do NOT place new endorsement stickers on pages that already have endorsements or writing on them.

Please read the instructions provided by the NMC prior to adding your stickers. Also, mariners should NEVER cover up anything in their MMC with new stickers. If a mariner puts stickers over a page that already contains a sticker, their MMC is automatically void and he/she cannot ship on it until a duplicate is is-

sued by the NMC.

Manpower officials therefore urge members to take great care when adding new endorsement stickers to their credentials, making sure that they are affixed properly. Anyone requiring assistance should contact their local port agent or the admissions office at the Paul Hall Center.

In addition, mariners should be sure that they are aware of what endorsements they currently hold in their MMCs, both international and domestic. This is extremely important when renewing MMCs with the Coast Guard. Be sure to check any newly issued MMC for errors which may occur in issuance. Mariners who notice an error should contact the NMC as soon as possible at 888-427-5662

Piracy Report Shows Shift In Attacks to West Africa

A new report on the human costs of maritime piracy has found that in 2012, the number of vessels and mariners attacked off West Africa surpassed those attacked by Somalia-based pirates (on Africa's east coast). That's a first in the three years since the annual reports were started.

The new 50-page document was produced through joint efforts by three organizations: Oceans Beyond Piracy (OBP), the International Maritime Bureau (IMB), and the Maritime Piracy Humanitarian Response Program (MPHRP). Unveiled June 18 at a gathering in London, it is available for download at the OBP website: oceansbeyondpiracy.org

The report finds that incidents of violence against mariners remain high, and while there has been an 80 percent drop of attacks off the coast of east Africa, the average period for hostages who remain captive there exceeds two years. The report also includes a statistical analysis of the violence caused by acts of piracy, analysis of seafarer interviews discussing their perception of piracy, and sections discussing the different threats and economic impacts faced by mariners off east and west Africa.

According to Kaija Hurlburt of OBP, "The report shows that continued vigilance and better information sharing is needed to relieve the plight of seafarers; as long as one hostage remains in captivity, the human cost is too high."

Roy Paul of MPHRP added, "Seafarer welfare, both during and after being taken hostage, remains a huge concern and the effects of pi-

racy reach far beyond the days spent in captivity."

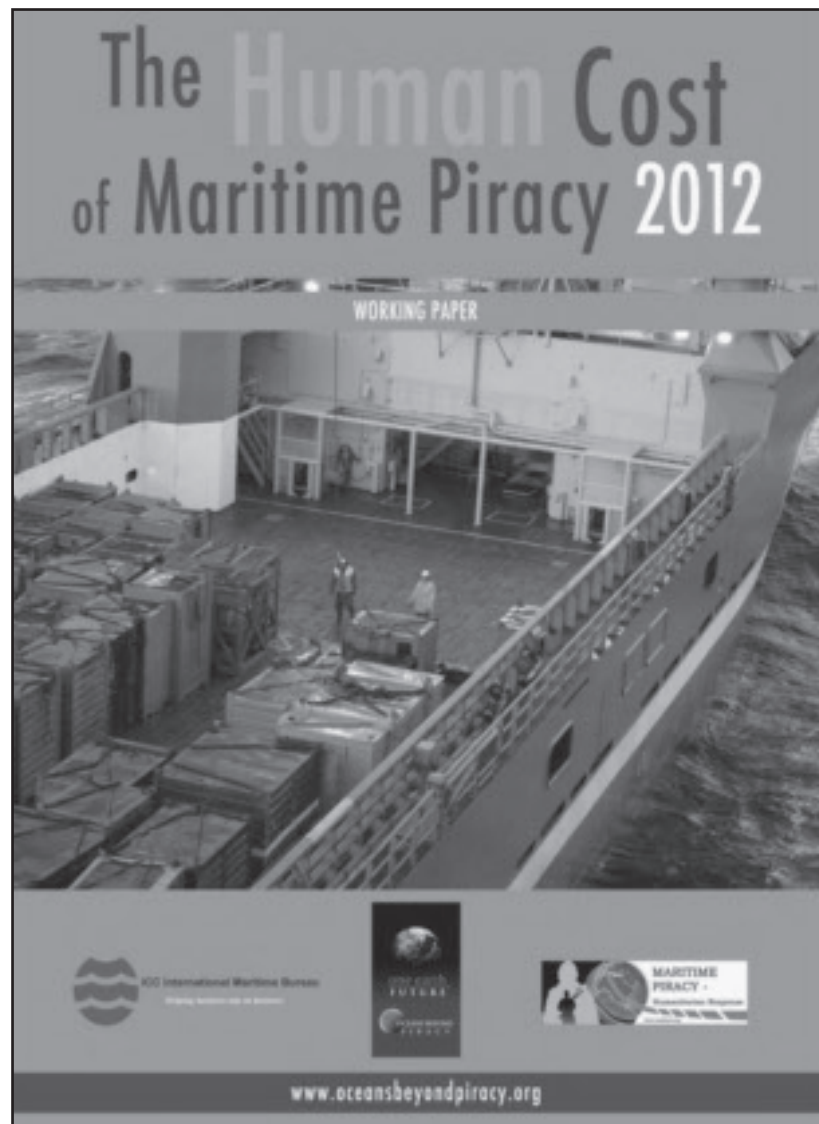
According to Pottengal Mukundan of the IMB, "This report is unique in that it contains information submitted by flag States, online surveys of seafarer concerns regarding piracy, as well as firsthand accounts from released seafarers."

The report stated that in 2012, Somali pirate attacks were aimed at ships carrying 851 mariners, compared with 3,863 the prior year. West African pirates attacked 966 mariners last year.

An introductory message in the report points out, "The challenge of piracy cannot be resolved solely at sea. Piracy needs to be addressed on shore—where it starts—if it is ever to be resolved. In both Somalia and the Gulf of Guinea region, this will require cooperation between efforts at sea and those on land to build maritime security and provide job opportunities to potential pirates...."

"For our part, the Oceans Beyond Piracy team is working with Somalis to draft their maritime strategy. This will be a long-term project given the rebuilding that Somalia will need to undergo. It is clear that the cost of suppression is large and unsustainable while the cost of building Somalia offers the opportunity to develop a permanent and lasting solution...."

"It is important to remember that suppressing piracy and solving piracy are very different things. In the end, piracy can only be solved effectively on shore. Only when Somalis and West Africans have greater access to jobs than to guns will they turn to work rather than to piracy."



The 50-page report is available for download in PDF form at oceansbeyondpiracy.org

Pilots Unanimously Approve Contract



SIU Norfolk Port Agent Georg Kenny reports that the union has successfully negotiated a new five-year agreement with the Maryland Pilots Association. Members unanimously approved the contract, which calls for annual wage increases, maintains top-level health benefits, boosts seniority pay, adds personal days and includes other improvements. Kenny and Seafarer Doug Gardner (center) negotiated for the union. Also pictured are company 1st VP John Hamill (left) and President Eric Nielsen (right). Kenny credited everyone involved for amicable, productive negotiations. The contract covers 20 Seafarers.

ITF Official Calls for Fair Treatment of Workers

An SIU official who also serves in a key position for the International Transport Workers' Federation (ITF) recently pointed to runaway flags as a prime example of the need for nations to work together to protect workers' rights.

SIU Secretary-Treasurer David Heindel, who chairs the ITF Seafarers' Section, said in a prepared statement coinciding with the G8 meeting in northern Ireland that fairness must be put at the heart of national economies. He also called for application of the same principles in the maritime industry.

Heindel was echoing and building upon formal comments by Global Unions, a key international labor organization. That group urged leading nations to stop rewarding unscrupulous companies and to start standing up for workers.

Heindel wrote, "The Global Unions' statement to the G8 Lough Erne Summit makes a number of important points and valuable suggestions, particularly on the subjects of taxation and transparency. Unfortunately, we in the maritime industry are very familiar with the pitfalls of tax avoidance, offshore tax havens and meticulously planned lack of accountability on the parts of some companies. Specifically, the so-called flag of convenience (FOC) system for decades has facilitated abuse of maritime workers through those avenues."

"For those who don't know the system, it is one in which a vessel flies a flag different from that of its owner's country," Heindel continued. "Quite often, FOC ships also carry multinational crews supplied by agents from yet another foreign country. It's a tricky system that has been in place for decades, and it often allows owners and operators to turn a short-term profit while crew members suffer all sorts of mistreatment. That abuse ranges from being underpaid or not paid at all, to being blackmailed into paying for jobs, to sailing on vessels that are so unsafe, they literally may cost the seafarers their lives. And lest anyone think that

this isn't all about avoidance, know that FOC ships routinely change names and registries, sometimes while in mid-voyage."

He went on to describe the lack of transparency and accountability in the FOC system as "nothing short of appalling. A litany of incidents has repeatedly proven that when it's time for negligent shipowners and operators to pay for their liabilities, nothing is simple. If a ship flies the flag of Panama, is crewed by a Greek manning agent, has ownership in Cyprus, and carries a crew of Russians, Filipinos and Indians, who's responsible for an accident? Who can enforce basic minimum standards for shipboard safety, rest, sanitation, etc.?"

Citing a recent example, he pointed out that Britain's Maritime Investigation Branch completed a comprehensive study of the sinking of the FOC vessel *Swanland*. It proved that the ship hadn't been properly maintained and was severely weakened by corrosion. "Six mariners lost their lives because people behind desks shirked their responsibilities while pursuing greater profits," Heindel added.

He concluded, "Collectively, we can and must do better. The observations and recommendations raised by the Global Unions organization are excellent starting points, and the ITF is ready, willing and able to help."

The Global Unions statement to the G8 is linked in a June 19 news post on www.seafarers.org.

Among other points, the group stated, "As the social crisis escalates, fair taxation has moved to the center of the political debate. The sheer scale of the tax evasion and aggressive tax avoidance mechanisms revealed by one corporate tax scandal after the other is matched only by the injustice of workers paying for the crisis with their jobs, while corporations deny our ailing economies the revenue they so badly need."

SHBP Awards \$132,000 in Scholarships

Three Seafarers and five dependents now are better equipped to pursue their respective higher education objectives thanks to grants totaling \$132,000 that were given to them by the Seafarers Health and Benefits Plan (SHBP).

The SHBP Scholarship Committee, which convened May 10 in Chicago, selected Seafarers **Annie Nodd**, **Timothy White** and **Harry Borden** along with dependents Joederick Lata, Catherine Vu, Genebelle Ajoste, Daniel Mulcahy and Maja Sawicka as recipients of the 2013 Charlie Logan Scholarships. Nodd was tagged to receive a \$20,000 grant to offset the financial challenges of a four-year degree, while White and Borden each were designated to garner \$6,000 for use toward two-year degrees. All five dependents landed endowments of \$20,000 to assist in realizing their educational aspirations at four-year colleges or universities.

Annie Nodd

SA Annie Nodd hails from Mobile, Ala. A 1996 graduate of Blount High School in Prichard, Ala., Sister Nodd signed on with the SIU in 1998 after completing the unlicensed apprentice program the Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md.

She sails in the deep sea division and has upgraded her skills on at least eight occasions at the PHC, most recently in 2012.

"Although I enjoyed sailing around the world (during her voyages aboard union-crewed vessels), I always dreamed of going to college," Nodd said in her scholarship application

package. "I tried to pursue that dream from 2000 to 2001 by attending Bishop State College in Mobile, Ala., and majoring in business administration."

Because of her shipping schedule, however, Nodd was able to complete only one semester of work at Bishop. As a result, she pushed her dream of higher education aside and devoted her total energies toward her career at sea.

"Since recently upgrading at the PHC, my desire to further my education again has become a major priority," she said. "I would like to pursue a degree in business administration with a minor as a registered nutritionist."

Sister Nodd hopes to continue her education at Bishop State Community College or Faulkner University.

Timothy White

AB Timothy White signed on with the union in 2007 in the port of Norfolk. He currently sails in the deep sea division aboard Maersk Line, Limited's *Maersk Virginia*.

Born in Portsmouth, Va., Brother White's secondary education background includes stints at Green Run High School and Kempsville High School. He earned his GED from the Virginia Beach, Va.-based Adult Learning Center.

After obtaining his GED, Brother White initially was employed by Tickmaster. He then moved on to a painter position at the Norfolk Shipbuilding and Drydock Corporation.

White initially sailed as a wiper during the dawn of his career as a Seafarer. "My dream was to become a QMED or an engineer," White said in his scholarship application package. As time passed, however, his outlook changed and he decided that the deck department was a better fit for his interests. "Within the last two years, I successfully upgraded to able-bodied seaman," he said.

White pointed out that although he never planned on becoming a merchant mariner, he has no regrets in his decisions. "My career as a merchant mariner has been exciting," he said, adding that he has been able to explore the world and meet many people from a variety of cultures.

"Six years into my career as a Seafarer, I'm steadily moving up the union," he continued. "I plan on becoming a bosun in a couple of years." White added that he is a forward thinker and is constantly exploring avenues to enhance his career and further his education. He is on a mission to become the first in

his family of three siblings to earn a college degree.

White praised the union for reaching out to the membership by making the opportunity to land a scholarship possible. If selected to receive one, White said, "I would take full advantage of the Seafarers Scholarship and conduct myself responsibly. I think that this is an amazing opportunity for people such as me to better ourselves and our careers."

Brother White's goal is to become a computer engineer. He has applied to Advanced Technology Institute, Tidewater Tech and Tidewater Community College.

Harry Borden

ABG Harry Borden joined the SIU in 2002 in the port of Ft. Lauderdale following his completion of training at the PHC. He sails in the deep sea division.

Born in New York, Brother Borden is a 1979 graduate of Suffern High School. While in high school, he was active in martial arts, track and field and bodybuilding. Brother Borden was lauded for his writing and artistic abilities during high school and spent a great deal of his free time assisting in theater productions in his home town.

Following his graduation, Brother Borden joined the U.S. Navy. After being honorably discharged, he worked in several firms in New York's financial district. At one juncture, "I was attending a company-sponsored course to become a broker," he said in his scholarship application package. "After the crash (stock market) of 1987, that ceased, but I found that I had a love for the workings of the financial markets."

In the years that followed, Brother Borden continued on his quest to find his true niche. This pursuit took him to Miami where he served as manager for two South Beach restaurants. During his off-duty time, he worked with fashion photographers and sound production engineers to satisfy his appetite for creative pursuits and the arts.

Brother Borden has accumulated college credits at Rockland Community College, State University of New York and Miami Dade College. He will pursue his degree at Broward Community College, Florida Atlantic University, or one of several Florida-based art institutes.

Joederick Lata

Joederick Lata was born in Maui, Hawaii, and is the son of deep sea Chief Cook **Joey Lata** (and mother, Merrill, a secretary). Lata has one brother and a sister.

He is a 2013 graduate of Auburn Riverside High School in Auburn, Wash., where he finished with an overall 3.976 grade point average. Lata was a member of the National Honor Society, held membership in his school's Key and Student Leadership Clubs, and participated in track and field and gymnastics.

He held the offices as key club treasurer, junior class president and sophomore class secretary. Lata was exceedingly active in his community and did volunteer work at the Auburn Food Bank, the Humane Society and at the Auburn Children's Home.

His ambition is to protect and preserve the world's environment. "For as long as I can remember, the need to take care of the world around me has been a top priority in my life," he said in his scholarship application package.

Lata moved from his native Hawaii to Washington when he was six years of age. "Coming straight from Hawaii and living in a brand new state was frightening to a young 6-year-old," he said. "I found comfort in the outdoors.... I loved the feel of warm ocean water and the crispness of the Washington air. While the people in my life came and left, nature was always there."

One day while brainstorming in one of his high school classes, Lata recalls calculating the amount of trash that would be produced in the world annually if a single classroom like his generated five pounds daily and his school comprised 100 classrooms. Based on the fact that the world's population is about 7 billion people and a significant number of them attend school daily, he reasoned that the amount of

trash produced annually would be astronomical. What really registered with him, however, were the questions: what happens to all of that trash, how it was disposed of and what impact did its disposal have on the environment?

"From then on, I made the decision not to go into the medical field like I planned, but instead to follow my passion to pursue a career in civil/environmental engineering," he said. "I want to find ways to keep the world as pure as it can be. It's a lofty dream, but one person can make a difference."

Lata will pursue his degree in civil/environmental engineering at the University of Washington in Seattle, at California Polytechnic State University or at Seattle University.

Catherine Vu

Catherine Vu is the daughter of FOWT **Allen Newgen** (and mother Tiffany, a hair stylist). Born in Guam, she has one sister.

Vu is a 2013 graduate of Garden Grove High School in Garden Grove, Calif. She posted an overall 4.02 grade point average and ranked 35th in her class of 617 students.

Vu was a member of the National Honor Society, was active in the California Scholarship Federation and held office in a number of school and civic organizations. In the athletic arena, she was a four-year member of Garden Grove's volleyball squad. She also was a member of the track team during her sophomore and senior years.

Vu hopes to receive her degree in engineering or mathematics while studying at the University of California, Los Angeles; the University of California, San Diego; or the University of California, Berkeley.

Genebelle Ajoste

Genebelle Ajoste was born in the Republic of the Philippines and is the daughter of deep sea **GUDE Eugene Ajoste** (and mother, Belinda, a homemaker). She has three siblings: two brothers and one sister.

Ajoste is a 2013 graduate of Long Beach Polytechnic High School in Long Beach, Calif. She finished her upper secondary education experience with an overall 3.88 grade point average.

Besides being a standout student, Ajoste was highly involved in a number of school and community activities. She was active in the student senate where she helped generate financial assets for her graduating class. She also was a member of the American Red Cross Club on campus where she assisted in organizing events and participated in various fund raising endeavors. Additionally, Ajoste held membership in the California Scholarship Federation which generated capital that supported scholarships for seniors. Finally, she was energetic in both the PACE Program and the Invisible Children Club. The former program helped raise money for the school's accelerated academy while the latter helped spread awareness of LRA (Ugandan Lord's Resistance Army) atrocities and child trafficking in Africa.

Because of her deep-seated desire to help people, Ajoste's lifelong aspiration is to become a nurse. "From a very young age, I've always known what I wanted to be when I grow up: a nurse," she said in her scholarship application package. "Nursing is the ideal career path for me because it is a field I have always been passionate about, a reliable source of income and my dream job."

Once she becomes a nurse, Ajoste's desire is to work in locations where underserved populations reside. "I grew up in a working class area," she said. "I have seen firsthand what happens to people who are unable to receive the proper care they need and are entitled to. People in these cases or similar low-income areas could benefit from basic health and disease education. I would like to take full advantage of my education and use it to provide this necessary service to my community and those like it."

Ajoste has been accepted for admission to the University of California Irvine, California State University Long Beach and San Diego State University. According to her application package, she has decided to earn her degree by completing the nursing program at California

State University Long Beach.

Daniel Mulcahy

Daniel Mulcahy is 2012 graduate of Orange Park High School in Orange Park, Fla. He is the son of Great Lakes Recertified Bosun **William Mulcahy** (and mother, Maria, a chef).

Born in Michigan, Mulcahy ranked 18th in his high school class of 404 students. He posted an overall 4.192 grade point average and was very involved in student activities including his school's drama club and Pre-Pharmacy Society. He spent many after-school hours assisting in fund raisers to support the Relay for Life Movement and fostering awareness for the same.

Mulcahy currently is a student at the University of Central Florida where he has accumulated 30 credits toward his degree. He is majoring in health sciences with a minor in Biology.

"My post-undergraduate school goals are to attend pharmacy school," said

Mulcahy, who is a brother in Delta Epsilon Mu, the nation's lone coed professional pre-health fraternity. "I have plans to join the executive board (of Delta Epsilon Mu) ... with hope to represent my fraternity by becoming its president one day," he said.

"Throughout the years, my parents have supported my education and other endeavors," he added. "My father has dedicated his life to providing me everything I need including a superior education. I hope that one day I am able to give back to my parents everything they've provided me."

Maja Sawicka

Maja Sawicka is the daughter of inland GVA **Jacek Sawicki** (and mother Mariola, a physical therapist).

Born in New Bedford, Mass., Sawicka is a 2011 graduate of Clifton Park, N.Y.'s Shenendehowa High School. Following high school, she enrolled in a six-year program at Albany College of Pharmacy and Health Sciences in Albany, N.Y. She has completed three semesters of work and earned 56 credits. Ultimately, she hopes to secure her Doctor of Pharmacy degree.

"I decided to pursue a Doctor of Pharmacy degree when I was a junior in high school," Sawicka said in her scholarship application package.

During the same period, Sawicka said her grandmother was battling for her life against cancer — a fight which she eventually lost. "The disease weakened my grandmother, but I also noticed that her medications seemed to be doing more harm than good.

"I didn't understand why this was happening," she continued. "After all, how could I? I had never exchanged more than a few words with my own pharmacist. What could I know about medications?"

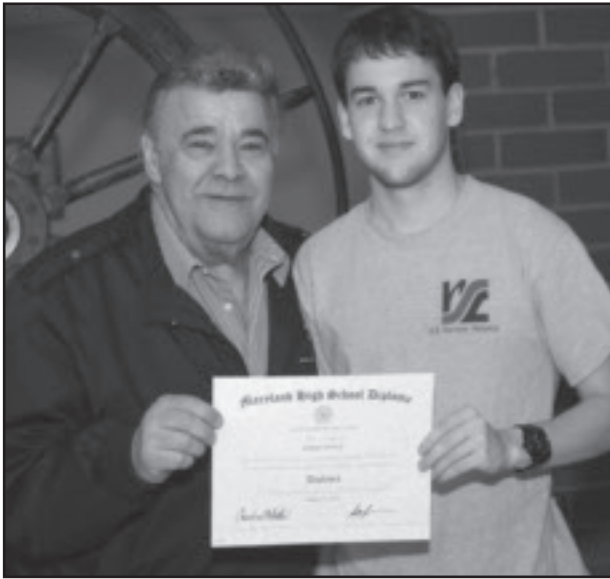
It was at that point that Sawicka began searching for her own answers. Not long thereafter, doors began to open for her. She was accepted as an early assurance student at the institution she currently attends and she was well on her way to not only realizing her ambition, but also positioned to aggressively pursue plausible explanations if not answers to the questions that had haunted her since her grandmother's demise.

At the time she submitted her application package for the SHBP scholarship, she had already begun to make major strides toward achieving her goal. "At the beginning of this academic year, I became a resident assistant," she said. "My job (resident assistant) has allowed me to organize and provide programs for my fellow students. It also has provided me with a unique leadership position among my peers.

"My school has also allowed me to mentor local underprivileged kids from a nearby inner city school," Sawicka continued. "Helping these young scholars has been the most rewarding experience of my lifetime. It has showed me that helping others is what I really long to do."

Following graduation, she looks forward to joining Doctors Without Borders. "This organization would allow me to bring medical aid and assistance to impoverished or conflict-stricken areas," she concluded.

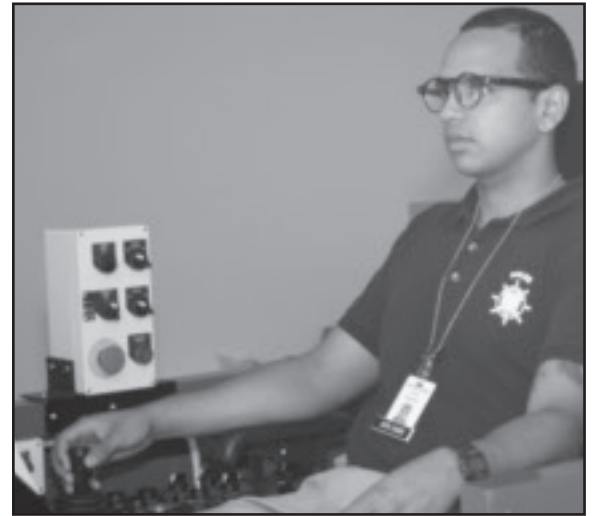




CONGRATULATIONS, GRADUATE – At the May membership meeting, upgrader Robert Sale (right) received his high school diploma, which he earned through the long-standing program at the union-affiliated Paul Hall Center for Maritime Training and Education. The engine-department Seafarer is pictured celebrating the achievement with SIU President Michael Sacco.



COMPLETING NEW STCW COURSE – A group of apprentices last month became the first students to finish one of the school's newly approved courses leading to the able seafarer-deck endorsement. Two of the trainees are pictured here. Certain classes (including ratings forming part of a navigational watch or RFPNW, where these photos were shot) have been modified because of the most recent amendments to the STCW convention. The Coast Guard's National Maritime Center approved the curriculums earlier this year, as reported in detail in the June LOG and on the SIU website.



Pics and a Poem from Piney Point

UNION BOOKS PRESENTED – Port Agent Pat Vandegrift (right in each photo) presented books to members last fall and winter. Seafarers Walter Wise and George Miller received A-seniority books, while Rolando Pangan and Enoch Winrod picked up their B-books and George Box received a full book.



Walter Wise, Pat Vandegrift



Rolando Pangan, Pat Vandegrift



George Miller, Pat Vandegrift



George Box, Pat Vandegrift



Enoch Winrod, Pat Vandegrift

Log-A-Rhythm

On a Crest

By William C. Russell, Apprentice

Such are the sea-raised, jagged men
donning burdens of the land,
that they stride by the ocean's call
to leave the lash of impatient sands.

There again the shuffling squids
who look up to see no sun
but think only deeper in their sync
to the spin of the great mirrored ball.

There return the tipped-cap sailors
who free their eagles from tight-strapped leashes,
watching the gulls floss their feathers and
the worries that scatter upon the wake.

Some imagine themselves chaste by demons,
who play back love and twist them sick,
till new romance appears...
in the pipe, the twine, the leeward skip.

Mumbled prayers for the strakes and themselves
in a system of duty and slim bribes,
manners worn as occasional costumes
when the captain's cane stamps his three-legged waltz.

He steadies his lean with shared breaths –
in for his wife and out for the sea,
his secret bride at Triton Light
humming in the lap of still-born currents.

When the land brings him noble grief,
from inner corners comes a salty swell,
but understand that a sailor's tear
is naught but the sea herself.



HONORED FOR PATRIOTISM – The SIU-affiliated Paul Hall Center (PHC) recently was recognized by the National Society of the Sons of the American Revolution (NSSAR) (Thomas Stone Chapter) for "exemplary patriotism in the display of the Flag of the United States of America." Pictured from left to right in the front row are PHC Trainee Commandant Ray Talley, Thomas Stone Chapter VP Joe Gardner, Chapter President David Langford, PHC VP Don Nolan and PHC Manpower Director Bart Rogers. The school received a certificate at its Piney Point, Md., campus.

Jones Act Opponents Trumped By Facts

Things aren't looking good for those hoping to undo the Jones Act.

Their well-funded, coordinated attacks of the Jones Act are coinciding with a set of developments that are debunking their dubious claims and reminding the country why the law is so badly needed in the first place. The voices of prominent supporters of the Jones Act and U.S. Merchant Marine are growing louder in the face of criticism, while the recent release of government reports and international situations continue to illustrate how misguided Jones Act opponents are in their attacks.

For nearly 100 years the Jones Act has been a staple of the maritime industry. It mandates that only vessels built, crewed and owned by Americans can ship cargo between U.S. ports; it has been embraced by politicians on both sides of the aisle.

Aside from accounting for more than 500,000 American jobs and more than \$100 billion in annual economic input, the Jones Act also serves as a vital tool for national security and defense.

Thanks to the Jones Act, foreign-flagged vessels don't sail on America's inland waterways or from one U.S. port to another. The law also helps ensure the military has a well-trained collection of U.S. civilian mariners to call on in times of national need and crisis. Those merchant mariners have answered that call many times before and, as long as the Jones Act and other vital maritime programs remain in effect, will be able to answer the call in the future.

Despite these benefits, the Jones Act has endured criticism from a small, well-funded movement aimed at getting rid of the law and the American jobs that come with it. Their efforts, however, have been hindered by hard truths and the Jones Act's proven effectiveness.

Those truths were highlighted during a recent hearing by the House Subcommittee on Coast Guard and Maritime Transportation. During that hearing prominent committee members of both parties defended the Jones Act and criticized anti-Jones Act forces.

"The Jones Act continues to come under attack by critics, despite the fact that Jones Act trades constitute a

What is the Jones Act?

Also known as the Merchant Marine Act of 1920, the Jones Act stipulates that vessels transporting cargo between American ports are U.S.-built, U.S.-flagged, U.S.-owned and U.S.-crewed. It also restricts any foreign-flagged ships from navigating U.S. inland waterways.

Some Benefits of the Jones Act

- Helps sustain 500,000 good-paying American jobs
- Generates more than \$100 billion in annual economic input for the country
- Helps maintain a well-trained, reliable pool of U.S. Merchant Mariners available to serve the country in times of need
- Potentially dangerous foreign-flagged ships are prevented from navigating United States waterways

substantial component of U.S. shipyard activity, which as everyone here knows, is a necessity to maintain our national defense capability," said Rep. John Garamendi (D-Calif.), who serves as ranking member on the subcommittee.

An editorial by Tony Munoz published in *Maritime Executive* touched on the situation and illustrated how the country's security needs outweigh the desire of Jones Act opponents to allow foreign-flag vessels into America's ports and waterways.

"As the Korean Peninsula continues to become a tinderbox and China and Russia spend billions of dollars building their military capability, providing open-access U.S. coastlines and inland waterways is not a good idea," Munoz wrote. "[Jones Act opponents] would have us believe that foreign shipping companies are as patriotic as American companies."

In a recent report on the Jones Act, the nonpartisan Government Accountability Office (GAO) stated the law was essential to employing the American workers and crews who would come to the aid of the country in times of need.

"A decline in the number of U.S.-flag vessels would result in the loss of jobs that employ skilled mariners needed to crew the U.S. military reserve and other deep-sea vessels in times of emergency," the report read. "According to DOD (Department of Defense) officials, to the extent that Jones Act markets are unable to sustain a viable reserve fleet, DOD would have to incur substantial additional costs to maintain and recapitalize a reserve fleet of its own."

In a recent letter to the House Subcommittee on Seapower and Projection Forces, the SIU-affiliated American Maritime Partnership (AMP) cited that GAO study and reminded the committee members of the Jones Act's importance to national security.

"As you know, DOD and the U.S. Navy rely on commercial mariners, including many from the U.S. domestic fleet for a variety of critical national security roles," AMP wrote. "DOD has previously estimated that replacing the commercial maritime industry with military vessels would cost billions of dollars."

Aside from reaffirming the Jones Act's importance to national security, the GAO study also debunked allegations that the Jones Act is costly and inconvenient. The study, which analyzed the law's impact on the American island of Puerto Rico, found that the Jones Act provided top-notch service while prices actually went down.

"The [Jones Act] has helped to ensure reliable, regular service between the United States and Puerto Rico — service that is important to the Puerto Rican economy," the report read.

In a statement following the report's release, AMP said the findings clearly dispelled a series of falsehoods perpetrated by Jones Act critics.

"GAO disproved charges that the Jones Act raises prices for consumers in Puerto Rico," AMP said. "GAO's report confirmed that previous estimates of the co-called 'cost' of the Jones Act are not verifiable and cannot be proven."

With Seafarers Aboard Overseas Tampa



This photo aboard OSG's *Overseas Tampa* was taken earlier this year in Hawaii. Pictured aboard the tanker are (from left) GUDE Rezk Mohamed, GUDE Peter Gonda, SA Mohamed Omar and OS Carlos Bonnilla.

High School ROTC Cadet Receives SIU Honor

Honolulu SIU Port Agent Hazel Galbiso (left) presents Naval Junior Reserve Officer Training Corps (NJROTC) Cadet Mark Bardoni with the Seafarers International Union's Good Shipmate Award during the NJROTC's annual award ceremony at James Campbell High School in Hawaii.



Longtime Seafarer, Army Vet Publishes Poetry



SA Shawn Canon's poetry will appear in "Bellwether Messages," the 2013 edition of Savant Poetry Anthology.

SA **Shawn Canon** is a published poet. The longtime Seafarer has poems appearing in "Bellwether Messages," the 2013 edition of the Savant Poetry Anthology. He has also been published in previous editions.

Canon has been with the SIU since the early 1980s. He previously served in the Army during the Vietnam War. Included here are some examples of his work.

An Incidental Reverie

Aggregated amongst volumes of technical lanes
Segregates my side of the fence with Big Brother.
If by some enchanting jest of Merlin's legerdemain
I would transmute every manuscriptual bother
Into realms of melodious gleams...
Namely Country, Blues, Jazz and Classics (the mother).

Ge'me Some Recovery

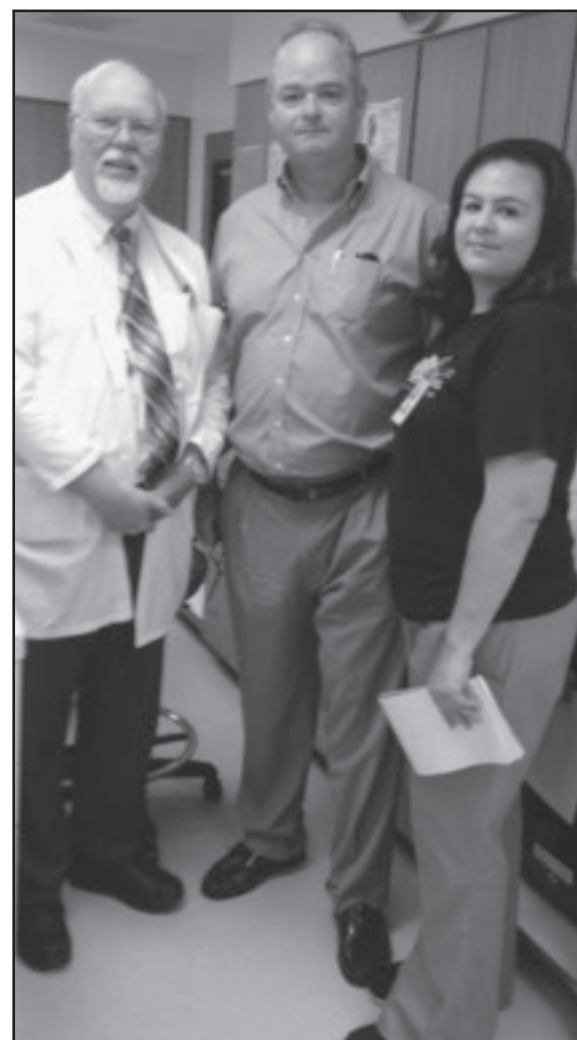
"What you get?" says the alcoholic addict

Acting like a macbook ipad robot.
Cautiously I look and walk further,
An onerous homeless comes up to the strip
His push cart house seems somewhat lost.

So I ponder places I have lived before
By antiquated rustic dwelling places
Along in vogue rainbow city lights
From cozy rivers by the beach
Up winding misty mountain tops
Then finally reaching 'Recovery' day by day.

Yes, I'm searching now for something
Unquestionably true and surely genuine
In picnic brunches, long walks, beach trips and mini hikes
And I say this clearly: "Could this be you?"

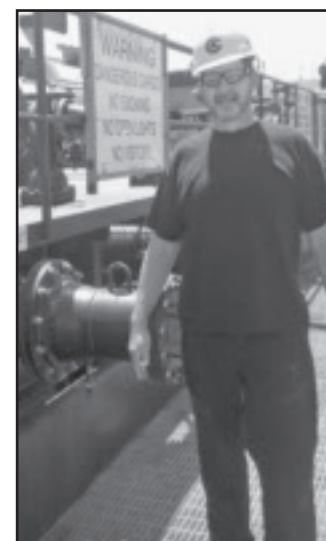
At Sea And...



VP MEETS MEMBERS ON WEST COAST – SIU Vice President Contracts George Tricker recently met with Seafarers at the Wilmington, Calif., hall and aboard vessels including the Crowley-operated *Cape Isabel*. He also conferred with personnel at a Seafarers-contracted health clinic in Long Beach, Calif., as part of the recent expansion. Pictured aboard the *Cape Isabel* (photo at immediate right, from left) are GVA Jovita Carino, GVA John Yi, Tricker, Chief Engineer (SIU Hawsepiper) John Gomard, and QMED Stanley Golden. Among those pictured with the SIU official outside the union hall (top center) are Chief Cook Jimmy Williams, QEE Dimarko Shoulders, QMED Clinton Cephas and AB Danna Williams. With Tricker at the hall in photo above is Mate Tom Crawley. The photo at the far right was taken at the health clinic.



ABOARD ATB VISION – Patrolman Nick Marrone II submitted these photos from an early May servicing of the Crowley ATB *Vision* in Martinez, Calif. Among the members pictured are Steward Utility Bradley Palmer, AB Cory Gardner, Master Robert Albe, Duty Engineer Edison Lalin and Chief Engineer Jimmy Lipscomb. Among other subjects, Marrone and the members discussed the new health clinic system, which several mariners stated would be beneficial to them.



A-BOOK IN NORFOLK – AB Dinh Thong (left) picks up his A-seniority book from Port Agent Georg Kenny at the SIU hall in Norfolk, Va. Thong most recently sailed aboard a Maersk Line, Limited vessel.



HORIZON PRODUCER ADDS STOP – Horizon Lines in late May announced that the SIU-crewed *Horizon Producer*, which carries containerized cargo between Houston and San Juan, P.R., on a 14-day roundtrip schedule, will begin stopping at Jacksonville, Fla., en route to San Juan.

... Ashore With The SIU



ABOARD EVERGREEN STATE – Bosun Greg Jenkins took these photos of fellow Seafarers aboard Crowley's *Evergreen State*. The crew recently presented a life ring (made by the bosun) to the seamen's club in Diego Garcia. Pictured in the group photo above are GVA Santos Miguel, Chief Steward Donna Rye, AB John McElhaney, AB Emilio Gonzalez, AB Isaac Garrido, Pumpman Jake Diefenbach, AB Manny Wilson and SA Mohamed Nagi. Left to right in the photo below are AB Ahmed Mohammed Galeb, AB Nestor Rapusas and AB Luvertis Alford.



HAPPY RETIREMENT – Seafarers gathered at the hall in Wilmington, Calif., May 30 to offer happy retirement wishes to longtime dispatcher Nick Rios (center). He is flanked by Port Agent Jeff Turkus (right) and Patrolman Abdul Al Omari.



ON WATCH IN BALTIMORE – AB Hussen Mohamed is pictured in Baltimore aboard the Waterman-operated *Green Bay*.



A-BOOK IN WILMINGTON – QMED Reynaldo Abella (left) displays his newly acquired A-seniority book with Patrolman Abdul Al Omari at the hall in Wilmington, Calif. Abella recently sailed on the *USNS Bowditch*, operated by 3PSC for Maersk.



LABOR RALLY IN PHILLY – Seafarers and members of the SIU-affiliated United Industrial Workers joined in a rally for workers' rights May 22 in Philadelphia. Pictured from left to right in photo at the immediate right are SIU members Elliott Kolner, Ryan Papa, and Isaac Amoah. In the photo above are (from left) UIW members Kim Lisacek, Kassy Schmidt, Agnes Alisio and Joyce Dudley.

A-BOOK IN OAKLAND – AB Rolando Dinong (right in photo at right) receives his A-seniority book from Patrolman Nick Marrone II at the union hall in Oakland, Calif. Dinong regularly sails aboard the *Pride of America*, the only deep-sea U.S.-flag cruise ship.





SIU members and officers gather for a group photo aboard the vessel.

SIU Members Deliver for Key U.S. Program

Ocean Giant Carries Vital Cargoes for Operation Deep Freeze

SIU members have gone a long way, for a long time, to support the National Science Foundation's U.S. Antarctic Program.

Most recently, Seafarers from the *Ocean Giant* (operated by Crowley for Intermarine) and the *Maersk Peary* (operated by Maersk Line, Limited) helped deliver important cargoes in this year's Operation Deep Freeze, a yearly resupply mission to McMurdo Station in Antarctica. The *Ocean Giant* carried approximately seven million pounds of supplies ranging from food to vehicles to electronic gear, while the *Maersk Peary* delivered more than six million gallons of gasoline, jet fuel and diesel fuel.

The tradition of civilian mariners supporting the resupply mission dates to 1955, and SIU crews have participated in a large number of those voyages. Typically, the route includes passage through a 15-mile ice channel that's more than 13 feet thick in some places.

This year, according to the U.S. Military Sealift Command (MSC), civilian mariners helped deliver "100 percent of the fuel and about 80 percent of the supplies that researchers and support personnel in Antarctica need to survive and work over the course of a year."



Seafarers have supported the U.S. Antarctic Program for decades.

As previously reported, the ships also returned with cargo from the station, including "ice core samples carried back to the United States in sub-zero freezer containers, as well as trash and recyclable materials for disposal and equipment no longer required on station."

Because of the weather in Antarctica, Deep Freeze takes place from January to March (summer in that part of the world). It's a "very critical mission for the people who live and work in Antarctica," said Capt. Sylvester Moore, commander

MSC Pacific. "Without this resupply mission, all operations in Antarctica would end, and the scientific community would lose the opportunity to conduct research and study not only the continent of Antarctica, but its impact on our global climate."

Editor's note: For more coverage of Operation Deep Freeze, see the April issue of the Seafarers LOG and the on-line photo galleries both at seafarers.org and on our Facebook page.



The *Ocean Giant* early in the year sailed from Port Hueneme, Calif., carrying nearly seven million pounds of supplies such as frozen and dry food stores, building supplies, vehicles and electronic equipment.



Chief Steward Robert Bostick, ACU Isabel Sabio



AB Michael Dooley



AB German Nunez, AB Henry Oculan



AB Matt Baptist



The ship docks at McMurdo Station to deliver vital cargo.





Navy vehicles and equipment are loaded aboard the prepositioning ship *USNS 2nd Lt. John P. Bobo*.



The *HSV 2 Swift* gets underway from Key West, Fla., to conduct a series of at sea capabilities tests for an unmanned blimp and another unmanned aerial vehicle.

Fourth Arm of Defense Steps Up for Exercises

Seafarers continue to build on their long-standing reputation for delivering the goods for America's Armed Forces. Earlier this year, SIU members aboard four Military Sealift Command (MSC) owned vessels—the *USNS Dahl*, *HSV 2 Swift*, *USNS 2nd Lt. John P. Bobo*, and *USNS Pililaau*—participated in three-high profile U.S. Navy exercises.

African Lion 13

The SIU crew aboard the *USNS Dahl*, along with members of MSC Europe and Africa's Navy Reserve Expeditionary Port Unit 107, participated in Exercise African Lion 13. Conducted in Agadir, Morocco, during early April, the exercise was designed to improve the interoperability and mutual understanding of each nation's tactics, techniques and procedures.

The *Dahl* delivered more than 250 short tons of equipment for this exercise. Cargo included everything from seven-ton trucks, armored Humvees and howitzers to Meals, Ready to Eat.

A large, medium-speed, roll-on/roll-off ship, the *Dahl* is operated for MSC by Ocean Ships, Inc.

Operation Martillo

Seafarers aboard the *HSV 2 Swift* on May 1 departed Key West, Fla., to participate in Operation Martillo, a multi-national, interagency and joint military operation to combat aerial and maritime drug trafficking off Central America's coasts.

Prior to getting underway for the exercise, the *Swift* completed the at-sea testing of an unmanned blimp and another unmanned aerial vehicle. Because of their unique capabilities as demonstrated during the tests, both aircraft could serve as future platforms to thwart trafficking operations.

The *Swift* is operated for MSC by union-contracted Sealift, Inc.

CJLOTS Exercise

On May 8, SIU crews from the *Maersk*

Line, Limited-operated *2nd Lt. John P. Bobo* and AMSEA-operated *USNS Pililaau* took part in the Combined Joint Logistics Over the Shore (CJLOTS) exercise.

A segment of Foal Eagle 2013, CJLOTS took place off the shore of Pohang, Republic of South Korea (ROK) and involved 2,200 Navy, Marine Corps, Army and Coast Guard personnel and partners from the ROK military, who trained to deliver and redeploy military cargo from ships anchored two miles off Pohang's Dogu beach. The *Bobo* and *Pililaau* served as supporting platforms for cargo-handling Battalion One Sailors and Marines from Okinawa-based III Marine Expedition-

ary Force who safely loaded and backloaded the vessels.

Both vessels are part of MSC's prepositioning fleet. They are based principally in Guam and Saipan. These ships deliver military cargo ashore even if a port is damaged, destroyed or doesn't exist at all.

MSC operates more than 100 noncombatant, U.S. merchant mariner-crewed ships (the vast majority manned by Seafarers) that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world, and move military cargo and supplies used by deployed U.S. forces and coalition partners.



The *USNS Dahl* is anchored in Agadir, Morocco, during Exercise African Lion 13.



The RO/RO *USNS Pililaau* arrives in Pohang, South Korea, carrying equipment in support of the Combined Joint Logistics Over the Shore exercise.

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, 2012. 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 \$(89,348) as of June 30, 2012, compared to \$78,132 as of July 1, 2011. During the plan year, the plan experienced a decrease in its net assets of \$11,216. During the plan year, the plan had total income of \$617,282, including employer contributions of \$613,413, earnings from investments of \$133 and other income of \$3,736.

Plan expenses were \$628,498. These expenses included \$161,796 in administrative expenses and \$466,702 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 \$2.00 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.

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, 2012. The annual report has been filed with 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 \$299,616 as of July 31, 2012, compared to \$270,015 as of August 1, 2011. During the plan year, the plan experienced a decrease in its net assets of \$29,601. 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 \$9,494,912, which included employer contributions of \$9,493,441, realized losses of \$5,648 from the sale of assets, and earnings from investments of \$7,119. Plan expenses were \$9,524,513. These expenses included \$411,062 in administrative expenses and \$9,113,451 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 \$4.00 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, DC 20210.

On the Job Aboard the SBX-1



AB Victor Mariano runs a forklift aboard the TOTE-operated SBX-1 in Hawaii. The SBX-1 features an advanced X-Band radar mounted aboard an oceangoing, semi-submersible platform.

August & September 2013
Membership Meetings

Piney Point.....	Monday: August 5, *Tuesday: September 3
Algonac.....	Friday: August 9, September 6
Baltimore.....	Thursday: August 8, September 5
Guam.....	Thursday: August 22, September 19
Honolulu.....	Friday: August 16, September 13
Houston.....	Monday: August 12, September 9
Jacksonville.....	Thursday: August 8, September 5
Joliet.....	Thursday: August 15, September 12
Mobile.....	Wednesday: August 14, September 11
New Orleans.....	Tuesday: August 13, September 10
New York.....	Tuesday: August 6, September 3
Norfolk.....	Thursday: August 8, September 5
Oakland.....	Thursday: August 15, September 12
Philadelphia.....	Wednesday: August 7, September 4
Port Everglades.....	Thursday: August 15, September 12
San Juan.....	Thursday: August 8, September 5
St. Louis.....	Friday: August 16, September 13
Tacoma.....	Friday: August 23, September 20
Wilmington.....	Monday: August 19, September 16

* Piney Point change created by Labor Day holiday

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

Attention SEAFARERS



Keep Us
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Radar
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Contribute to the

Seafarers Political Activity Donation

SPAD

Dispatchers' Report for Deep Sea

May 16, 2013 - June 15, 2013

	Total Registered			Total Shipped			Registered on Beach			
Port	All Groups			All Groups			Trip Reliefs	All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	15	4	2	8	4	1	3	15	7	2
Anchorage	2	1	1	2	1	0	0	2	1	2
Baltimore	7	2	2	7	2	0	1	9	6	3
Fort Lauderdale	14	6	4	11	11	2	9	28	17	7
Guam	3	2	0	3	1	0	0	3	2	0
Honolulu1	3	2	0	3	4	1	3	27	6	0
Houston	58	12	6	50	9	2	29	92	19	6
Jacksonville	32	17	6	23	19	4	15	60	33	6
Joliet	6	5	0	3	3	0	1	3	3	1
Mobile	6	2	3	13	6	2	8	10	1	4
New Orleans	16	6	1	11	1	0	8	22	7	3
New York	55	21	5	34	17	1	13	80	25	7
Norfolk	20	17	7	13	16	4	6	31	29	11
Oakland	26	5	4	20	3	0	8	36	15	3
Philadelphia	8	5	1	1	2	0	0	9	4	3
Piney Point	1	2	0	0	1	0	0	4	3	0
Puerto Rico	11	5	1	3	7	3	5	13	5	2
Tacoma	37	10	5	32	11	1	19	74	19	8
St. Louis	2	3	0	2	0	1	0	5	4	0
Wilmington	42	18	7	20	12	1	18	80	38	7
TOTALS	374	145	55	259	130	23	146	603	244	75
Engine Department										
Algonac	2	5	4	1	8	1	2	2	1	2
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	2	4	0	3	3	1	2	5	8	3
Fort Lauderdale	6	6	1	5	7	1	7	13	8	3
Guam	3	0	0	0	1	0	0	4	0	0
Honolulu	8	0	2	3	5	1	1	16	10	3
Houston	15	6	1	8	5	0	6	34	16	2
Jacksonville	25	12	2	14	16	1	11	44	31	5
Joliet	2	5	0	2	0	0	0	2	6	0
Mobile	7	3	1	3	1	1	1	9	5	0
New Orleans	6	1	0	1	2	0	2	7	0	0
New York	17	9	4	11	7	0	5	31	15	5
Norfolk	12	9	2	10	6	2	1	20	16	2
Oakland	6	6	2	5	7	3	3	16	3	3
Philadelphia	2	1	0	4	2	0	2	1	3	3
Piney Point	1	2	0	0	1	0	0	4	5	0
Puerto Rico	4	5	1	0	6	0	4	4	7	1
Tacoma	19	10	0	17	8	1	10	28	11	1
St. Louis	4	0	1	0	0	1	0	6	3	1
Wilmington	16	11	2	8	10	0	6	20	27	4
TOTALS	157	95	23	95	95	13	63	266	175	38
Steward Department										
Algonac	3	1	0	0	1	0	0	3	2	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	1	2	0	1	2	0	0	4	3	0
Fort Lauderdale	13	1	2	8	0	3	3	22	3	3
Guam	0	1	0	0	1	0	0	1	1	0
Honolulu1	3	2	1	8	3	1	5	24	4	0
Houston	12	6	0	16	3	0	10	33	7	1
Jacksonville	24	5	1	15	3	1	6	31	10	1
Joliet	0	1	1	0	1	0	0	0	3	1
Mobile	5	1	0	0	1	0	0	8	2	1
New Orleans	6	0	2	4	3	0	5	9	0	4
New York	23	8	1	13	5	0	3	27	14	1
Norfolk	16	8	3	12	6	1	3	21	12	3
Oakland	23	3	1	10	2	2	6	31	7	2
Philadelphia	4	0	1	1	0	0	0	5	0	1
Piney Point	6	2	0	2	2	0	2	7	2	0
Puerto Rico	4	4	0	0	3	1	2	6	3	0
Tacoma	17	3	1	13	3	0	7	32	5	1
St. Louis	1	1	1	0	0	1	1	3	2	0
Wilmington	28	4	3	17	3	1	11	48	7	4
TOTALS	199	53	18	120	42	11	64	315	87	23
Entry Department										
Algonac	5	11	14	1	7	7	5	5	17	19
Anchorage	0	1	0	0	1	0	0	0	0	0
Baltimore	0	3	1	0	0	0	0	1	3	4
Fort Lauderdale	0	1	2	0	3	0	2	1	9	6
Guam	0	2	0	0	1	0	0	0	2	0
Honolulu	3	4	12	1	7	8	0	2	10	18
Houston	4	9	4	3	7	3	2	7	18	13
Jacksonville	2	11	14	2	10	6	2	2	16	19
Joliet	0	0	3	0	0	1	0	0	0	4
Mobile	1	0	1	1	0	0	0	2	2	3
New Orleans	0	2	4	2	3	0	2	2	2	6
New York	8	19	9	0	15	12	3	11	38	24
Norfolk	1	11	35	1	14	11	6	0	24	43
Oakland	4	8	5	1	6	1	0	6	24	13
Philadelphia	0	1	1	0	0	1	0	1	1	1
Piney Point	0	0	24	0	1	5	4	0	1	21
Puerto Rico	3	0	0	0	0	0	0	4	0	1
Tacoma	11	13	4	4	7	3	5	9	18	7
St. Louis	0	1	0	0	1	0	0	0	1	0
Wilmington	9	15	17	3	10	6	4	14	45	31
TOTALS	51	112	150	19	93	64	35	67	231	233
GRAND TOTAL:	781	405	246	493	360	111	308	1,251	737	369

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

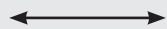
Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was answered by individuals who are enrolled in upgrading courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Question: Do you think it's important for Seafarers to upgrade their skills?



Alfredo Mendoza
Oiler

I have upgraded here at Piney Point about six times. The purpose of having a maritime career is to go up the ladder when you're aboard a ship ... you don't want to do the same job all of the time. I see a lot of people who do that, though ... one person stayed a wiper for 20 years. To me upgrading is very important because you improve your skills and make more money. I recommend that everybody who goes through the unlicensed apprentice program here to return and upgrade.



Gerald Scott FOWT

I sail out of the port of Mobile and am here upgrading to junior engineer. I've been sailing now for about two and one-half years and have upgraded several times before. Upgrading to me is a no-brainer because in doing so you not only help yourself and your situation but also the union. There is a significant difference between the money you can make if you continue to upgrade as opposed to not doing it. I'd recommend that all of our brothers and sisters, especially those who are just starting out, upgrade as early and as often as possible.



Clifford Simril
Chief Cook

I sail out of Wilmington and am here upgrading in the steward department. I have been here on two previous occasions to upgrade. Upgrading is very important if you want to keep your skills current and ensure that you will have a good career. The other thing is that you make good money. In my opinion, people who don't upgrade really are kidding themselves. They are selling themselves short because they don't take full advantage of the opportunities to advance their careers.



Tina Knox
Recertified Steward

I've been sailing for about 14 years now and I'm here upgrading in the government vessels course. I'm here quite frequently because to do otherwise would be detrimental to my career. Although I'm a recertified steward, I want to do Serve Safe and to do that, you have to retest every five years. So basically, I upgrade to keep all of my certifications current. I suggest that everyone who has an opportunity to upgrade to do so, because this is how you advance in your career. The more you advance, the greater you enhance your chances to make more money.



Charles Hill
Recertified Bosun

I've been sailing for about 15 years and I'm here upgrading in the tanker assistant course. I've been going to sea aboard container ships for a long time and I did not have this certification. I wanted to get it so that I could hopefully work and stay closer to home. I would recommend the school for anyone ... I've come here a number of times. They have a great facility and the opportunities are endless, especially for young people who want to get into this industry; it's a great place to start.



Kelly Mayo
QMED Pumpman

I've been sailing since 1978 and am currently homeported here at Piney Point. I just got off of the ship and I'm here today looking into the upgrading classes that may be available. I've been here numerous times in the past to upgrade. I think it's important for everyone to take advantage of the upgrading opportunities that the school offers. Aside from opening the doors to new job opportunities, upgrading your skills places you in a better position to make more money. It can really make a difference in your career.

Pic-From-The-Past



Pictured aboard the tanker *SS Zapata* in southern California in the summer of 1976 are (from left) SIU rep Pat Marinelli and Seafarers Leonard Viles, Oswald Irizarry, John Young and Louis Vidal. The 711-foot-long vessel reportedly was built at a cost of about \$16 million.

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

STEVEN BUSH

Brother Steven Bush, 65, started sailing with the Seafarers in 1979. He was originally employed aboard the *Perry*. Brother Bush was a deck department member. He upgraded frequently at the SIU-affiliated school in Piney Point, Md. Brother Bush's most recent ship was the *Horizon Falcon*. He is a resident of Kirkland, Wash.



LEON CATLIN

Brother Leon Catlin, 67, became an SIU member in 2001 when the NMU merged into the Seafarers International Union. He was employed with Keystone Shipping Services for the duration of his career. Brother Catlin shipped in the steward department. He resides in Mobile, Ala.



CARDEL DUNN

Brother Cardel Dunn, 56, signed on with the SIU in 1977 while in Piney Point, Md. The California-born mariner initially shipped on the *Westward Venture* as a member of the engine department. Brother Dunn enhanced his skills often at the Paul Hall Center. He concluded his career aboard the *Grand Canyon State*. Brother Dunn settled in Elsobranter, Calif.



MICHAEL FREEBURN

Brother Michael Freeburn, 65, began sailing with the union in 1967. He initially shipped aboard the *Reiss Brothers*. Brother Freeburn sailed in the deck department. In 1972 and 1981, he attended classes at the union-affiliated school in Piney Point, Md. Brother Freeburn's final ship was the *Marketer*. He calls Marana, Ariz., home.



DAVID LA FRANCE

Brother David La France, 65, joined the SIU ranks in 1966. His first ship was the *De-pauw Victory*; his most recent, the *Aquarius*. Brother La



France worked in the deck department. On two occasions, he took advantage of educational opportunities available at the Seafarers-affiliated school in Maryland. Brother La France resides in Newville, Pa.

NELSON LAZO

Brother Nelson Lazo, 66, was born in Chile. He became an SIU member in 1990, initially sailing on the *Independence*. Brother Lazo worked in the engine department, most recently aboard the *Overseas Maremar*. He upgraded often at the Piney Point school. Brother Lazo lives in Houston.



LARRY PHILLIPS

Brother Larry Phillips, 63, donned the SIU colors in 1966. He first sailed aboard the *Del Rio*. Brother Phillips shipped in the engine department. In 1996 and 2001, he upgraded at the maritime training center in Piney Point, Md. Brother Phillips' most recent trip was on the *Coast Range*. He was born in Mobile, Ala., and settled in Rocky Creek, Miss.



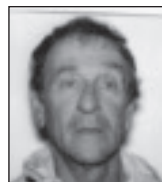
NORMAN ROGERS

Brother Norman Rogers, 65, started shipping with the union in 1996 while in Mobile, Ala. He sailed aboard vessels including the *Little Hales* and the *SBX*. Brother Rogers was born in Detroit. He sailed mostly as an MDR. Brother Rogers resides in Bronx, N.Y.



CARL SANDS

Brother Carl Sands, 65, joined the SIU in 1978 in the port of Houston. The deck department member was born in Tacoma Park, Md. Brother Sands first sailed on the *Montpelier Victory*. He upgraded frequently at the Piney Point school. Brother Sands last shipped aboard the *Commitment*. He calls Brooklyn, N.Y., home.



ALVIN SOLOMON

Brother Alvin Solomon, 65, signed on with the union in 1978. His first voyage was aboard the *Santa Magdalena*. Brother Solomon was a steward department member. His final trip was on the

Philippines. Brother Solomon makes his home in Fairfield, Calif.

INLAND

RONALD BROWDER

Brother Ronald Browder, 62, began his seafaring career in 1977. He primarily worked aboard Marine Contracting & Towing Company vessels. Brother Browder is a native of South Carolina. He sailed in the deck department. Brother Browder lives in Awendaw, S.C.



RICHARD DOZIER

Brother Richard Dozier, 59, first donned the SIU colors in 1970. His earliest trip was with Michigan Tankers Inc. Brother Dozier was born in Norfolk, Va., and sailed in the deck department. He attended classes often at the Seafarers-affiliated school in Piney Point, Md. Brother Dozier last shipped on an Allied Towing vessel. He calls Portsmouth, Va., home.



GLENN HOLDEN

Brother Glenn Holden, 56, became a union member in 1976. He was employed with Allied Towing Company for the du-

ration on his career. Brother Holden was born in North Carolina. The deck department member enhanced his skills often at the Paul Hall Center. Brother Holden resides in Wilmington, N.C.



FRANK INGELLIS

Brother Frank Ingellis, 56, signed on with the SIU in 1976 while in Piney Point, Md. He mostly shipped aboard Allied Towing vessels as a member of the engine department. Brother Ingellis enhanced his skills on three occasions at the maritime training center in Piney Point. He lives in Baltimore.



CARLOS RIVERA

Brother Carlos Rivera, 62, joined the union in 1977. He worked with Crowley of Puerto Rico. Brother Rivera sailed in the engine department and makes his home in Toa Baja, P.R.



PAUL WILLS

Brother Paul Wills, 62, began sailing with the SIU in 1979.



He was originally employed aboard the *Overseas Anchorage*. Brother Wills worked in the deck department. He upgraded on two occasions at the Paul Hall Center. Brother Wills' most recent trip was aboard a Crowley Towing of Jacksonville vessel. He resides in his native state, Pennsylvania.

NATIONAL MARITIME UNION

JESSE CHILES

Brother Jesse Chiles, 65, started shipping with the NMU in 1977. He was a deck department member. Brother Chiles most recently sailed on the *Victory Texas*. Brother Chiles lives in Bronx, N.Y.



DEVLIN MILLER

Brother Devlin Miller, 55, sailed with the NMU prior to the 2001 merger with the Seafarers International Union. Brother Miller sailed in the deck department. He calls Jacksonville, Fla., home.



This Month In SIU History

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

1950

The SIU has signed agreements with its contracted operators providing that Seafarers aboard contracted ships in the five zones along the Chinese coast will be protected against war risks by terms of riders supplementing the ships' articles. The riders will be attached to all ships' articles until agreement is reached with the operators on adequate bonus payments, personal effects allowances and attack bonuses. The agreement on the war bonus payment was made retroactive to the date that the Korean hostilities broke out. Crew members of the affected ship will receive in addition to basic wages and allowances, 100 percent of their base wages while in the five specified areas rendered unsafe, including the waters around Korea.

1953

Vigorous action by the SIU has insured that the Public Health Service Hospital at Savannah, Georgia, will be kept open. In the face of the concerted effort of the SIU and its affiliates, the Department of Health, Education and Welfare has canceled its plans to close the hospital. This will ensure that the thousands of patients the hospital serves on the southeastern coast of the U.S. will continue to receive quality medical care. In addition,

Congress voted an additional \$1 million for providing medical care to seamen, government workers and many other groups.

1964

The new SIU hall in Norfolk was dedicated last week in ceremonies attended by officers of the SIU, members, representatives of the trade union movement and representatives of government. A part of the SIU's continuing building program, the new Norfolk hall is a direct consequence of the increased deep-sea cargo movements and the parallel rise in membership of the SIU throughout the Hampton Roads-Norfolk area. The new fully air-conditioned building includes an expanded hiring hall, a general meeting hall capable of handling 300 persons, new recreational facilities and accommodations for a snack bar-cafeteria area.

1967

In a report to the Atlantic and Gulf membership during the regular July membership meeting at headquarters, SIU President Paul Hall told members that facilities for the training and upgrading of seamen were being expanded. In addition to local training sites in New York and other outposts, the SIU has recently purchased a 28-acre site at Piney Point, Md., to train young men for entry-level jobs aboard American-flag ships. This will be in addition to upgrading training to enable working seamen to qualify for promotions after specialized training.

Final Departures



DEEP SEA

MICHAEL BORDERS

Pensioner Michael Borders, 58, died Jan. 3. Brother Borders started ship-
ping with the union in 1971. He first worked with James River Transport. Brother Borders was born in Virginia and sailed in the deck department. Prior to his retirement in 2008, he sailed on the *Performance*. Brother Borders called Norfolk, Va., home



ALEXANDER BROSEUK

Pensioner Alexander Brosseuk, 92, passed away Oct. 14. Brother Brosseuk began sailing with the union in 1974. He originally worked on the *Ft. Hoskins*. Brother Brosseuk was a member of the engine department. Before retiring in 1988, he sailed on the *OMI Columbia*. Brother Brosseuk made his home in Long Beach, Calif.



VIRGIL CARROLL

Brother Virgil Carroll, 51, died Dec. 7. He became a union member in 1981. Brother Carroll's first ship was the *Long Beach*; his last was the *USNS Wyman*. He sailed in the steward department. Brother Carroll resided in Brooklyn, N.Y.

CHARLES CURLEY

Brother Charles "Chuck" Curley, 58, passed away Jan. 16. Born in Roanoke Rapids, N.C., he began sailing with the union in 1980. Brother Curley first sailed on the *Del Oro*. He was a steward department member. Brother Curley's final ship was the *APL Agate*. He was a resident of Gaston, N.C.



WALDEMAR GAJC

Brother Waldemar Gajc, 56, died Nov. 29. He signed on with the SIU in 2003. Brother Gajc's earliest trip was with Marine Personnel & Provisioning. He was a member of the deck department. Brother Gajc most recently shipped aboard the *USNS Stockham*. He called Watervliet, N.Y., home.

JORGE GARCIA

Brother Jorge Garcia, 94, passed away Dec. 12. He donned the SIU colors in 1959 while in the port of New York. Brother Garcia initially sailed with States Steamship Company. He was born in Puerto Rico and shipped in the steward department. Brother Garcia last worked aboard the *President Polk*. He continued to live in Puerto Rico.

FRANCIS GOMEZ

Pensioner Francis Gomez, 92, died Dec. 28. Brother Gomez started shipping with the union in 1944. He first worked on the *Alcoa Runner*. Brother Gomez was a member of the engine department. Prior to his retirement in 1976, he sailed on the *Ft. Hoskins*. Brother Gomez was born in the West Indies; he made his home in Mobile, Ala.



COY HENDRICKS

Pensioner Coy Hendricks, 91, passed away Jan. 1. Brother Hendricks was born in Daisy, Ga. He started his SIU career in 1951. Brother Hendricks was a steward department member. He originally shipped on the *Southern States*. Brother Hendricks' final ship was the *OMI Star*. He went on pension in 1993 and was a resident of Brooksville, Fla.



ROBERT LAGASSE

Brother Robert Lagasse, 89, died Jan. 27. He became an SIU member in 1943. Brother Lagasse sailed in the engine department. Before retiring in 1985, he sailed on the *St. Louis*. Brother Lagasse was born in Dover, N.H. and lived in Venice, Fla.



KARL LEITER

Brother Karl Leiter, 54, died Dec. 26. He began sailing with the SIU in 1989 while in Honolulu. Brother Leiter was originally employed aboard the *Independence*. He was born in Toronto and primarily worked in the engine department, in addition to working as a patrolman. Brother Leiter's last trip was on the *Horizon Reliance*. He called Jacksonville, Fla., home.

GARY LOWRY

Brother Gary Lowry, 56, passed away Dec. 29. He first donned the SIU colors in 1997. Brother Lowry's first voyage was aboard the *USNS Able*. He was a member of the deck department. Brother Lowry's final trip was on the *Integrity*. He made his home in Virginia Beach, Va.

BILLY MITCHELL

Pensioner Billy Mitchell, 78, died Dec. 3. Brother Mitchell was born in Texas. He joined the union in 1973, initially sailed aboard the *RamBam*. The steward department member last sailed on the *Wilson*. Brother Mitchell started collecting his pension in 1999. He



was a resident of Stone Mountain, Ga.

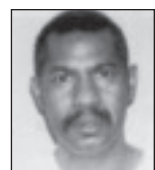
STANLEY PARKER

Pensioner Stanley Parker, 60, passed away Jan. 26. Brother Parker signed on with the SIU in 1974. His earliest trip was aboard the *Overseas Juneau*. Brother Parker, a member of the deck department, last sailed on the *Oakland*. He became a pensioner in 2012. Brother Parker was born in California and made his home in El Cerrito, Calif.



BOB RACKLIN

Pensioner Bob Racklin, 71, died Dec. 31. Brother Racklin started sailing with the Seafarers in 1970. He originally shipped aboard the *Afoundria*. The Alabama-born mariner worked in the steward department. Brother Racklin's most recent vessel was the *Maersk Alaska*. He began receiving compensation for his retirement in 2004. Brother Racklin settled in San Bruno, Calif.



RAMON TORRES

Pensioner Ramon Torres, 83, died Jan. 5. Born in Puerto Rico, he began shipping with the union in 1965. Brother Torres first sailed on the *Platte*. He was an engine department member. Brother Torres' final ship was the *San Juan*. He retired in 1995 and continued to live in Puerto Rico.

INLAND

WILLIAM CARLTON

Pensioner William Carlton, 81, passed away Jan. 7. Brother Carlton was born in Atlanta. He started sailing with the SIU in 1972. Brother Carlton first shipped with Virginia Pilot Corporation. He worked in both the steward and deck departments. Brother Carlton last sailed aboard an OSG Ship Management vessel before going on pension in 1994. He called Virginia Beach, Va., home.



ELTON MERRITT

Pensioner Elton Merritt, 80, passed away Dec. 21. Brother Merritt became an SIU member in 1977. He first shipped with Norfolk Baltimore. Brother Merritt, a member of the engine department, last sailed aboard an Allied Towing vessel. He went on pension in 1994 and resided in Cheriton, Va.

VIRGIL QUILLEN

Pensioner Virgil Quillen, 69, passed away Jan. 13. Brother Quillen joined the union in 1965. He

was a native of Delaware. Brother Quillen shipped with Moran Towing of Philadelphia for the duration of his career. He worked in the deck department. Brother Quillen became a pensioner in 2005. He was a resident of Bucks County, Pa.

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

SAMUEL AYLER

Pensioner Samuel Ayler, 85, died Dec. 12. Brother Ayler was born in Alabama. He went on pension in 1993. Brother Ayler made his home in Mobile.

LORENZO BROWN

Pensioner Lorenzo Brown, 91, passed away Oct. 15. Brother Brown, a native of Mobile, Ala., started collecting his retirement compensation in 1987. He lived in Atlanta.

TEODORO CABALLERO

Pensioner Teodoro Caballero, 82, died Nov. 30. Born in Honduras, Brother Caballero became a pensioner in 1995. He called Odessa, Fla., home.

ROBERTO CRUZ

Pensioner Roberto Cruz, 80, passed away Dec. 9. Brother Cruz was born in Puerto Rico. He retired in 1997 and resided in Bronx, N.Y.

WILLIE DAVIS

Pensioner Willie Davis, 80, died Dec. 10. Brother Davis was a native of Crockett, Texas. He began receiving his pension in 2003. Brother Davis lived in Houston.



NASER ELJAHMI

Pensioner Naser Eljahmi, 88, passed away Nov. 20. Brother Eljahmi, a native of Yemen, went on pension in 1986. He made his home in Dearborn, Mich.

RUDOLPH FONTANA

Pensioner Rudolph Fontana, 83, died Nov. 29. Born in New York, Brother Fontana started receiving his retirement compensation in 1988. He lived in Tampa, Fla.

ANTONIO HERNANDEZ

Pensioner Antonio Hernandez, 85, passed away Dec. 15. Brother Hernandez retired in 1992 and settled in Honduras.

HOOVER HYNDS

Pensioner Hoover Hynds, 81, died Nov. 27. Brother Hynds, a native of Honduras, started collecting his retirement com-



pensation in 1995. He lived in Marrero, La.

FRANCIS MALVEIRA

Pensioner Francis Malveira, 84, passed away Nov. 29. Brother Malveira was a native of Woburn, Mass. He became a pensioner in 1983 and called McKinney, Texas, home.

ARTHUR NUNN

Pensioner Arthur Nunn, 88, passed away Dec. 13. Brother Nunn, a native of Texas, began collecting his pension in 1987. He resided in Emeryville, Calif.

HUEY ORTEGO

Pensioner Huey Ortego, 84, died Dec. 2. Born in Louisiana, Brother Ortego went on pension in 1988. He lived in Ville Platte, La.

JUSTO PAZ

Pensioner Justo Paz, 88, passed away Oct. 10. Brother Paz was born in Honduras. He retired in 1986 and was a resident of Los Angeles.

PEDRO PIZARRO

Pensioner Pedro Pizarro, 80, died Nov. 7. Brother Pizarro was born in Santurce, P.R. He became a pensioner in 1988. Brother Pizarro called Lakeland, Fla., home.

HENRY STRICKLAN

Pensioner Henry Stricklan, 82, passed away Nov. 10. Brother Stricklan, a native of San Francisco, went on pension in 1987. He settled in Portland, Ore.

MILTON THOMAS

Pensioner Milton Thomas, 91, passed away Nov. 20. Brother Thomas was born in Alabama. He began collecting compensation for his retirement in 1981. Brother Thomas made his home in Mobile, Ala.

GEORGE VASILIKIS

Pensioner George Vasilikis, 79, died Dec. 4. Born in Greece, Brother Vasilikis started receiving his pension in 1968. He continued to live in Greece.

EDWIN WRIGHT

Pensioner Edwin Wright, 85, died Nov. 16. Brother Wright began receiving his retirement pay in 1967. He was a resident of Manahawkin, N.J.

Editor's note: Sufficient information was not available to develop write-ups on the following NMU brothers who also have passed away:

Name	Age	DOD
Calderon, Ernesto	90	Dec. 4
Carrillo, Carlo	85	Nov. 9
De la Espriella, Anibal	81	Nov. 21
Dos santos, Antonio	80	Dec. 31
Guerra, Ruben	84	Nov. 21
Isles, Marlon	94	Dec. 15
Laidlow, Ansil	103	Oct. 25
Lugo, Juan	77	Nov. 10
Mattocks, Wallace	90	Nov. 19
Walker, Tilton	87	Nov. 28

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.

CHARLESTON (USS Transport), April 28 – Chairman **Willie M. Marsh**, Secretary **Catherine M. Hays**, Educational Director **Kevin E. Hall**, Deck Delegate **Eddie Major**, Engine Delegate **Peter Joseph**. Bosun went over ship's itinerary. He reminded everyone to renew documents early and take advantage of Paul Hall Center. Educational director discussed eventual VPDS requirement and why to obtain it. No beefs or disputed OT reported. Suggestion was made to change seetime requirements for retirement. Members talked about recent changes to clinic system. Next ports: Philadelphia, Houston and Corpus Christi, Texas.

CHAMPION (Maersk Line, Limited), April 19 – Chairman **Trevorous M. Ellison**, Secretary **Carlos L. Olascoaga**, Educational Director **Dennis R. Baker**, Deck Delegate **Demetrio Marchione**, Engine Delegate **David Terry**. Chairman reported smooth voyage. He urged mariners to read the *Seafarers LOG* and take advantage of upgrades to SIU website. Crew members were advised to contribute to SPAD and keep all documents current. Educational director explained ship's flag-out status. No beefs or disputed OT reported. Members requested more information on medical and retirement benefits. Next port: Newark, N.J.

EAGLE (Maersk Line, Limited), April 27 – Chairman **Michael J. Proveaux**, Secretary **Johnnie B. McGill**, Educational Director **Ronald M. Pheneuf**, Deck Delegate **Marc A. Marcus**, Engine Delegate **James D. Corprew**, Steward Delegate **Marcus Logan**. Chairman explained ship's upcoming schedule. Secretary reminded fellow members about importance of upgrading at Paul Hall Center in Piney Point, Md. Educational director went over how to care for messhall reefer. Crew was asked to keep doors closed and properly latched. No beefs or disputed OT reported. Mariners were reminded to have common courtesy when using computer (limit time so others have opportunity to use). Crew thanked steward department for a job well done. Next port: Elizabeth, N.J.

GLOBAL SENTINEL (Transoceanic Cable Ship), April 29 – Chairman **Lee H. Hardman**, Secretary **Shawn R. Fujiwara**, Educational Director **Lothar Wick**, Deck Delegate **Rayann Williams**, Steward Delegate **Robert J. Haggerty**. Bosun expressed his gratitude to crew members for keeping ship clean and more than 900

days accident-free sailing. He relayed that the TWIC office in Portland, Ore., relocated to Vancouver, Wash.; another office is in Fife, Wash. Crew discussed need for mariners to obtain new STCW security endorsement for their MMDs by January 1, 2014. Secretary stated \$1,900 in ship's fund. Educational director reminded crew members to get their time in and take advantage of upgrading at Piney Point. No beefs or disputed OT reported. Steward department was thanked for lunchtime BBQ.

GREEN BAY (Waterman Steamship), April 16 – Chairman **Nagi A. Musaid**, Secretary **Joseph C. Welle**, Educational Director **Arlie B. Villasor**, Steward Delegate **Louie C. Aceridano**. Chairman talked to the captain and union hall about status of retro wages. Secretary asked crew departing vessel to leave rooms how they would want to find them. Educational director suggested crew take advantage of courses available at maritime training center in Piney Point. No beefs or disputed OT reported. Next ports: Savannah, Ga. and Baltimore.

HORIZON ENTERPRISE (Horizon Lines), April 21 – Chairman **George B. Khan**, Secretary **William E. Bryley**, Educational Director **Jonathan A. Stratton**. Bosun discussed changes to clinic system including numerous new locations where physicals can now be taken. He thanked everyone that came to the two burials at sea and gave kudos to captain for great job reading scriptures. Dayman **Fadhl Said** won safety sailor of the month. Importance of SPAD was talked about especially since the Jones Act is under attack again. Secretary reminded departing mariners to make sure rooms are clean and clean linens are ready. Educational director reminded fellow members to keep an eye on document expiration dates, allow plenty of time for renewals, and also head to Piney Point to upgrade. No beefs or disputed OT reported. New drinking fountain requested in crew lounge. Vote of thanks was given to Chief Cook **Erni Lizada** for a job well done. Kudos also given to SA **Tom Gingerich** for keeping dining area clean and well stocked. Next ports: Honolulu, Tacoma, Wash. and Oakland, Calif.

HORIZON KODIAK (Horizon Lines), April 7 – Chairman **Garry D. Walker**, Secretary **Lovie L. Perez**, Educational Director **Alfonso D. Bombita**, Deck Delegate **Mark Pesola**, Engine Delegate **Gebor Ogbe**, Steward Delegate **Strode V. Call**. Chairman reminded crew members to pay their dues

With Seafarers Aboard USNS Button

AB Samuel Thatcher emailed these photos of fellow Seafarers aboard the prepositioning ship *USNS Sgt. William R. Button*. The mariners are shown enjoying a cookout in Diego Garcia. The *Button* is operated by Maersk Line, Limited, for the U.S. Military Sealift Command.



OS Walid Nasser, Bosun Greg Jackson, OS Angel Sanchez



AB Bill Matthews



QMED Randy Corey, QEE Jovanii Sprauve



SA Charles Kent, Chief Cook Gizelle Jones, Chief Steward Edwin Bonefont

on time. He reported Kodiak bear with cubs was spotted by longshoremen in Kodiak, Alaska; be careful and aware of your surroundings ashore. Secretary recommended members go to SIU website to see their seetime, dues, eligibility of benefits, etc. Educational director encouraged fellow Seafarers to upgrade at Paul Hall Center in Piney Point. Treasurer reported \$5,000 in ship's fund. No beefs or disputed OT reported. Suggestion was made to increase pension benefits and return one blanket day off every 42 days. Crew also discussed potential effects of sequestration on shipping. Next ports: Tacoma, Wash., Anchorage, Alaska and Kodiak, Alaska.

MAERSK WYOMING (Maersk Line, Limited), April 28 – Chairman **Frank L. Thompson**, Secretary **Kenneth A. Hagan**, Educational Director **David Vega**. Chairman reviewed ship's itinerary and talked about importance of keeping track of vacation pay stubs

to use as proof of earnings when applying for pension benefits. Chief steward read the new protocol for CHSi physical and explained major new points. Educational director encouraged everyone to upgrade, obtain a rating and get an A-book. You have to be competitive, jobs are tight. No disputed OT; beef reported in deck department.

OVERSEAS SANTORINI (OSG), April 21 – Chairman **Stephen J. Argay**, Secretary **John W. Hale**, Educational Director **Edwin Feliciano**, Deck Delegate **Franklin B. Akins**. Chairman reported good trip and thanked crew for separating their trash. He reminded them to get tour of duty letter when they sign off ship. Secretary reminded crew to enhance skills at Piney Point school and keep all necessary seafaring documents current. Mariners were reminded to leave rooms clean and supplied with fresh linen. Educational director suggested members check out changes to SIU website. Treasurer stated \$1,500 in ship's fund. No

beefs or disputed OT reported. Crew expressed concerns about amount of provisions. Entire crew reported safe voyage. Galley gang was thanked for job well done. Next port: Corpus Christi, Texas.

ST. LOUIS EXPRESS (Crowley), April 28 – Chairman **Billy G. Hill**, Secretary **Richard A. Riley**, Educational Director **Daniel G. Ramirez**, Deck Delegate **Paul Dooley**. Chairman announced payoff in Houston May 7. He reported injury-free trip and thanked crew for their professionalism. Secretary suggested mariners read the *Seafarers LOG* to stay informed on union activities. Educational director urged crew to upgrade whenever possible at Paul Hall Center and stay current with documents. No beefs or disputed OT reported. New treadmill and washer are working well. Thanks were given to Port Agent Mike Russo for explaining changes in member's yearly physical exams.

Letters To The Editor

Letters may be edited for conciseness and clarity. Submissions may be mailed to 5201 Auth Way, Camp Springs, MD 20746 or e-mailed to webmaster@seafarers.org.

Maritime Day in Florida

On Saturday, May 25, I had the honor of attending a National Maritime Day Service held on the water at Port Canaveral, Fla. The event was sponsored by the Navy League Cape Canaveral Council and supported by the Propeller Club of Port Canaveral, Port Canaveral Pilots Association, Ocala Chapter of the American Merchant Marine Veterans and the Military Sealift Command retiree group.

At 10 a.m., we were warmly received by Kurt Ronstrom, past president (and a former merchant seaman) who led the group in the Pledge of Allegiance, followed by an invocation from the Rev. Mike Hoffman of the Space Coast Seafarers Ministry. Then the names of all of our comrades who "crossed the bar" in the past year were read aloud, and friends and family members remembered each individual.

At 11 a.m., about 40 attendees boarded a large pontoon boat docked at Rusty's Seafood Restaurant for a trip out of the harbor to the jetties. A local pilot gave an excellent guided tour of the ships, piers and facilities and we watched as a pilot undocked a large tanker and sailed her for sea. We were escorted by a pilot boat and local law enforcement. Then myself and another retired SIU sailor tossed the wreath into the water as Taps sounded played by Lt. Cmdr. Waddell of the Courageous Division Sea Cadets.

We then returned to the dock for a very good meal courtesy of Rusty's and an opportunity to swap sea stories. Most of the attendees were retired sailors who sailed during World War II. I met ones from the Sailors' Union of the Pacific, Seafarers Fishermen's Union, a retired Staten Island Ferry captain, Armed Guard, graduates of Sheephead Bay, a Panama Canal pilot as well as retirees from the Seafarers International Union.

It was a good day and a good feeling to be able to participate in an event that takes place in many of our ports in U.S. cities on Maritime Day.

Harry T. Scholer
SIU/AMO Ret.

Article Evokes Memories

I read an article by Ed Woods in the May

2013 issue of the *LOG* and enjoyed it very much because of similar circumstances, so I thought I'd tell my similar story, as follows.

After completing my first year of college in 1945 I got my Army draft notice. Then later I saw a poster at the post office that said "join the merchant marine." I followed up and joined. They sent me to Catalina Island for training. At that time if you had 36 months of sea time you were draft deferred.

I was sent to an SIU hall and got on a freighter. Then in January 1946 I got on a Liberty ship that went to Bremerhaven, Germany. We docked across from the submarine pens (intact). I believe the tide was 70 feet. On the dock was an active AA gun, workable. No ammo, though.

The German guard on the gangway was a very interesting fellow. We were there seven days and got to talk to him about the war, etc. He spoke very good English. He said he was an armored vehicle driver for Herman Goering. He said he saved his life during a bombing raid and Herman gave him his watch as souvenir. On the back of the watch was inscribed Herman Goering. I offered five cartons of cigarettes for it and he said no, not even a case, he would die with it. I gave him a free carton of cigarettes for telling us war stories. He offered to walk my buddy and me to his folks' house about two miles from the dock. This house had minor damage. He introduced us to his dad, who was a sub commander. On the wall was a picture of his sub with about eight American flags painted on the tower. What an eerie feeling. His dad would not talk to us. We left immediately.

After hours the guard took us, walking, to a bar about a mile away. Five of us Americans and the guard plus about 50 other Germans were there. Music stopped when we arrived. Our guard had to convince the bartender we were all OK and buy each a beer. We were not welcomed and left shortly after.

After I had 38 months' sea time I got a letter from the government stating we were no longer draft deferred and should re-register ASAP. I got drafted in October 1950 along with 70 percent or so of the other mariners in our group. We had guys that had ships sunk and were on life rafts for seven days. What sea stories.

We collectively were not cooperative with the Army command and we got penalized, by keeping us "recruits" at no additional pay

for 12 months. I was radio operator and Jeep driver for our company commander for 20 months. Perfect record despite the cooperation issue, discharged as a private. My military occupational specialty (MOS) paperwork stated I was a sergeant. Six months after discharge the government said they changed my MOS to sergeant, but there was no retroactive pay.

Have a good day.

F.J. Indihar
Merritt Island, Fla.

Mariner-Friendly Business

I completed the recertified steward program at Piney Point in 1999 and also attended Charles County Community College through the Seafarers Health and Benefits Plan scholarship program about 12 years earlier. That same year (1987), I registered in Seattle and waited to be assigned as a steward/baker. I was allowed to assist the patrolman for a couple of weeks in the hall to understand shipping from another

perspective. In 1998 I registered with a junior college in Scranton, Pa., to study building dynamics in order to become a commercial and residential building inspector. I completed the studies in 2001.

The idea was (and is) to consult and offer project management services, including economic and community development, to the brethren and their families nationwide, particularly to help them make sound decisions when they purchase homes and buildings. My company, Bessinspection LLC, understands that we seamen spend our time making a living at sea and when we have unfinished business on shore, it's important that people are looking out for our best interests. I also understand that paychecks are required to pay the bills while off the ship, too.

Lovell McElroy
Recertified Steward
(205) 481-1502
bessinsp@me.com

Shipboard Remembrance



SIU VP West Coast Nick Marrone (third from right) and Asst. VP Nick Celona (left) got together with mariners aboard the *Cape Orlando* as part of the National Maritime Day happenings in California.

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

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

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

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

Paul Hall Center Upgrading Course Information

The following is a 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 toward improving the job skills of Seafarers and 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—national 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		
Lifeboatman/Water Survival	July 20	August 2
	August 17	August 30
	September 14	September 27
	October 12	October 25
	November 9	November 22
	December 7	December 20
STOS (RFPNW)	July 20	August 16
	September 14	October 11
	November 9	December 6
Able Seaman	August 24	September 20
	October 12	November 8
	November 16	December 13
Radar Renewal (One day)	August 26	August 26
	December 16	December 16
Radar Observer	September 7	September 20
ARPA	September 21	September 27
Bosun Recertification	July 13	August 5
Fast Rescue Boat	August 3	August 9

Engine Department		
Designated Duty Engineer Prep	July 27	August 9
Basic Auxiliary Plant Operations (BAPO)	July 20	August 16
	September 14	October 11
	November 9	December 6
FOWT	August 17	September 13
	October 12	November 8
Junior Engineer	August 24	October 18
	October 26	December 20

Title of Course	Start Date	Date of Completion
Marine Electrician	July 27	September 20
Marine Refer Tech	September 28	November 8
Pumpman	November 30	December 13
Welding	July 27	August 16
	September 14	October 4
	October 26	November 15
	November 30	December 20

Safety Upgrading Courses		
Advanced Firefighting	July 13	July 19
	August 17	August 23
	September 14	September 20
Basic Firefighting/STCW	August 10	August 16
	September 7	September 13
	October 19	October 25
	November 15	November 22
Government Vessels	July 20	July 26
	September 14	September 20
	October 12	October 18
	November 9	November 15
Medical Care Provider	July 20	July 26
	August 24	August 30
	September 21	September 27
Tank PIC Barge (DL)	October 14	October 18
Tanker Assistant (DL)	July 27	August 9

Steward Department Upgrading Courses		
Chief Steward	October 5	November 15
Serve Safe	August 31	September 6
	November 23	November 29
Galley Operations These modules start every Monday.		
Chief Cook These modules start every other week. The next class will begin July 8.		
Advanced Galley Operations These modules start every Monday.		

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 #

SeniorityDepartment

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

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.

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

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



Apprentice Water Survival Class #772 – The following Phase I and Phase III unlicensed apprentices (above, in alphabetical order) completed this course May 10: Mark Cabasag II, Edrick Cruz, Tiffany Davis, Bobby Dunn Jr., Frank Harris III, Anthony Heck, Patrick Herz, Mark Jones, Fernando Marques Ortiz, Kyle Miller, Derak Minnix, Paul Nelson, John Reyes, Sergio Valentin, Jakeem Simmons and Brock Wilbur. Class Instructor Ben Cusic is at the far left. (Note: Not all are pictured.)



Welding – Five upgraders graduated from this course May 24. Completing their requirements (above, in alphabetical order) were: Mutea Alnuzely, Dudley James, Andre Mitchell, Andrus Rochez and Roberto Sabio. Their instructor, Buzzy Andrews, is second from the right in the back row.



Apprentice Water Survival Class #772 – Two upgraders completed this course May 10. Graduating (above from left) were Arturo Reyes and Lorenzo Tifre.



Radar Observer – Seven upgraders graduated from this course May 10. Finishing their requirements (above, in alphabetical order) were: Romeo Codillero, Johnny Dozier III, Ernest Frank, Elijah Huff, John Mensah, John Nersten and Victor Nunez.



Specially Trained Ordinary Seaman – The following individuals (above, in alphabetical order) completed this course May 10: Mohamed Alomari, Patrick Bethel, Rhod Deleon, Nagi Obad, Wilfredo Rivera Jr., and Jason Wagner. Class Instructor Bernabe Pelingon is at the far left.



Tank Barge (DL) – The following upgraders (above, in alphabetical order) graduated from this course May 10: Manuel Alicaway, James Dixon, Felix Garcia, David Goodwin, Thomas Griffin, Casey Matheson, Julius Morala, Patrick Nyampong, Richard Oliver, Juan Ruiz, Ervin Sadler, Silas Sam, Frank Smith, Michael Thompson, Kervin Velazquez, Jovan Williams and William Yurick. Their instructor, Mitch Oakley, is at the far right.



Government Vessels – Fourteen upgraders finished their requirements in this course May 10. Those graduating (above, in no particular order) were: Arthur Bailey, Fontanos Ellison, Victor Febres, Danilo Fullante, Steven Garrett, Donald Hutchens, Leslie McGirt, Johnnie Owens Jr., Alexander Rodriguez, Anthony Sabatini, Nathaniel Sherrill, Peter Williams, Robert Borro and Luis Santiago. Class Instructor Mark Cates is at the far right. (Note: Not all are pictured.)



Fast Rescue Boat – Eight individuals completed the enhancement of their skills in this course May 3. Those graduating (above, in alphabetical order) were: Albert Bharrat, Donte Harris, Kenneth LeDeoux, Michael Montanez, Efren Pahinag, Michael Souza, Philip Valentine and Bryant Wesley. Their instructor, Stan Beck, is standing fifth from the left.



Tankship Familiarization (DL) – Two classes of Phase III apprentices graduated from this course May 10. Those graduating (above, in alphabetical order) were: Jarvis Atkins, Sylvestre Bautista, Robert Bell Jr., Tyler Burton, Daniel Diagle, Cory Devine, Christopher Dudley, Graham Duggins, Jonamie Encarnacion Rivera, Matthew Friend, Mohamed Gazaly, Dion Langley, Jenny Marcelin, Keith Miller, Steven Miller, Craig Nebbia, Jose Panlilio, Clinton Perrett, Adam Poole, Musa Salem, Ethan Sims, Connor Wambach, Edward Wright and John Zotti. (Note: Not all are pictured.)

Paul Hall Center Classes



FOWT – Fourteen upgraders graduated from this course May 17. Finishing their requirements (left, in alphabetical order) were: Vasil Cholakovski, Oscar Cordero, Randall Craig, Matt Dalgetty, Sean Hernandez, Jeremy Jendrusiak, Jade Kellar, Todd Lander, Joseph Loguidice, Yahya Mohamed, Jerry Morlett, Robert Sale, Frank Sambula and Oshema Watson. Class Instructor Tim Achorn is at the far right.

Notice to Students

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.



Electronic Chart Display Information Systems – The following individuals (above, in alphabetical order) graduated from this course May 3: Jerron Broussard, Richard Cavalier, Ryan Emmons, Mark Gaskill, Joseph Gordon, John Howard, Sean Jordan, Gerald Kehoe, Chad Macaulay and John Zarroli. Their instructor, Charles Noell III, is at the far right.



Automatic Radar Plotting Aids – Eight upgraders graduated from this course May 24. Completing their requirements (above, in alphabetical order) were: Cory Arnaud, Romeo Codillero, Johnny Dozier III, Ernest Frank, Elijah Huff, John Nersten, Victor Nunez and Erasmo Vizcaino.



BST (SIU) – The following Seafarers (above, in alphabetical order) completed this course May 17: Manuel Alicaway, James Atwell, Justin Baehring, Arthus Bailey, Robert Borro, Eric Chisman, Jorge Corrales, Fontanos Ellison, Terrence Kane, Kenneth LeDoux, Edfebian Lopez, Gerald McIntyre, Derek Minnix, Paul Nelson, Johnnie Owens Jr., Kevin Quinlan, Alexander Rodriguez, Juan Ruiz Manaiza, Silas Sam, Wikliam Soileau, Jovan William and William Yurick. Class Instructor Mike Roberts is at the far right. (Note: Not all are pictured.)



Steward Department Classes – Four upgraders recently finished Steward Department courses. Those completing courses and the newest area of expertise (above, from the left) were: Francisco Ocado, galley ops; Charles Rumble, advanced galley ops; Marguerite Diggs, chief cook; and Quentin Hood, chief cook.



Steward Department Classes – Several upgraders recently completed steward department classes. Those completing classes and their respective areas (above, from left) were: Ali Matari, chief steward; Florence Brinson, chief steward; Yahya Munassar, certified chief cook; and Rashaad Mangram, certified chief cook.



Chief Steward – Three upgraders recently finished their requirements in this course. Graduating (above, in alphabetical order) were: Harlan Alonzo, Vincent Ignieri and Andrew Andriani.



Chief Cook – A pair of Seafarers recently completed the enhancement of their skills in this course. Graduating were David Moses (left) and Tim Heffernan.



Steward Department Classes – Several Seafarers recently completed courses in the Steward Department. Finishing their requirements (above from left) were: Algeron Ramseur, galley ops; Leslie McGirt, advanced galley ops; Charles Rumble, advanced galley ops; Nina McFall, advanced galley ops; Chris D'Andrea, advanced galley ops; and Mai Li Wang, advanced galley ops.



The

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GALVESTON CEREMONY – SIU Houston Port Agent Mike Russo (left in group photo) represented the union at this year's gathering in Galveston, Texas. Pictured with him from left to right are Dave Weathers of AMO, Wayne Farthing of MM&P, a WWII mariner and Tammy Lobaugh of Texas A&M. The other photos show the presentation of the colors, and an SIU crewed G&H Towing tug participating in the ceremony.



Maritime Day Celebrated Coast to Coast



PORT ARTHUR CEREMONY – In Port Arthur, Texas, the SIU was well-represented for the 27th annual local celebration. SIU Asst. VP Jim McGee (photo above) and retiree Eldridge Smith (right) addressed the gathering, while SIU crewed tugs from Seabulk Towing (below) joined in the tribute.



Each year, SIU members and officials participate in National Maritime Day ceremonies honoring the centuries-long service of the U.S. Merchant Marine. For this year's commemorations, union members and officials from coast to coast once again stepped up to not only salute the past sacrifices of mariners but also to reinforce the vital importance of maintaining a strong U.S.-crewed, U.S.-flag fleet.

Last month's *LOG* included detailed coverage of the traditional National Maritime Day ceremonies in Washington, D.C. (The article and related photo gallery are online at seafarers.org.) This page contains photos from two ceremonies in Texas and a moment of recognition in Guam.

Congress in 1933 designated May 22 as National Maritime Day. The White House issues an annual proclamation reaffirming the designation and calling on the people of the United States to mark the observance and to display the U.S. flag in their homes and communities. All ships sailing under the American flag are requested to dress ship on that day.

In addition to being recognized on May 22, the U.S. Merchant Marine received strong acknowledgement less than a week later, on Memorial Day, from Deputy Maritime Administrator Paul "Chip" Jaenichen. He and other distinguished guests participated in an event at the World War II Memorial in the nation's capital commemorating mariners, especially those who sailed during the war.



TEAMING UP WITH MSC IN GUAM – At the SIU hall in Guam, Port Agent John Hoskins (right) and CDR Brian Peterson (left), commanding officer of Military Sealift Command Ship Support Unit Guam, joined in remembering the service and sacrifices of our nation's mariners.